The Mining Journal

AND COMMERCIAL GAZETTE.

No. 194.—Vol. VIII.] LONDON: SATURDAY, MAY 11, 1839. [Price 6d.

SHARES IN VALUABLE CORNISH MINES, RAILWAYS, &c.

MR. C. WARTON'S NEXT PERIODICAL SALE of the above description of property, will take place at the Auction Mart (opposite the Bank of England), on Thursday, the 23d inst., at Twelve o'clock, and will comprise shares in SEVERAL FLOURISHING MINES, including five shares in the valuable Binner Downs, also in Carzize, Trevaskus, Wheal Providence, the Providence Mines, Copper Bottom, &c., also in scrip companies in progress of development, and which are rapidly improving, the Brighton Railway, Deal Pier, &c.

Particulars are preparing and may be had in due time at the Auction Mart; at the Golden Lion, Liverpool; and of Mr. C. Warton, auctioneer and agent for the disposal of every description of mining property, 38, Threadneedle-street, London.

SHARES IN BRITISH MINES.—WILLIAM TRENERY jun., Mining Agent and Sharebroker, from Redruth, Cornwall, is in a situation to treat for the sale or purchase of SHARES IN MINES paying good dividends, as well as those coming into maturity. Mines inspected by first-rate practical men. Specimens of Ores from the various Mines may be seen, and every information obtained, on application (if by letter, post paid) to 5½, Threadneedle-street, London.—April 30.

MUIRKIRK IRON-WORKS.

ADJOURNED SALE.

UPSET PRICE REDUCED TO £15,000.

TO BE SOLD, BY PUBLIC ROUP, within the Royal Exchange Sale Rooms, Glasgow, on Wednesday, the 29th of May, at One o'clock in the afternoon (if not previously disposed of by private contract), the

MUIRKIRK IRON-WORKS,

With all the accompaniments, as formerly advertised. Since the first announcement, a NEW STRATUM OF BLACK BAND IRONSTONE has been discovered, near to the Works.

Application for further particulars may be made to Mr. M. Cruickshank, No. 36, George's-square, Glasgow; to Messrs. Walker and Melville, W.S., Edinburgh; to Messrs. Crawshay and Co., London; to Messrs. Cowan and Sloans, Ayr; to the managers at Muirkirk; or to Messrs. Moncrieffs and Paterson, writers, Glasgow, in whose hands are the title-deeds and articles of roup.

Glasgow, May 9.

MINE AND MATERIALS FOR SALE.—TO BE SOLD by AUCTION, on Monday, the 20th inst., at Twelve o'clock, on the Mine,

ELLENGLAZE LEAD AND SILVER MINE AND MATERIALS,

Consisting of a 20-inch STEAM-ENGINE, with nine tons of boiler, &c., complete.

The above will be positively sold for the purpose of paying merchants' bills and labourers' wages.

Dated Ellenglaze Mine, May 7.

MINES AND MACHINERY FOR SALE.—TO BE SOLD BY PUBLIC AUCTION, in two lots, at the Counting-house on the mine, on Thursday, the 6th day of June next, at Two o'clock precisely, unless previously disposed of by private contract, of which due notice will be given,

THE TREVORGUS AND TREVEGLAS MINES,

Situate in the parish of St. Merryn, near Padstow, in the county of Cornwall.

Lot 1, will comprise all that valuable and very promising mine, called

TREVEGLAS,

Now in good course of working to the forty fathom level under the adit. This mine has produced, within the last few months, upwards of £1000 worth of lead and copper ores, and with every appearance of raising increased quantities. With this lot will be included all the excellent materials thereon, consisting of a 58-inch STEAM-ENGINE, with iron beam, 8 feet stroke in the cylinder, and 6 in the shaft, with boiler, &c., complete; capstan and shears; 120 fathom capstan rope; 45 fathom 12-inch rods; balance bob; 40 fathom pumps; 4 working barrels; plunger pole, 9 feet 8 inches, with stuffing-box, &c., complete; 5 windbores; 2 H pieces; 1 foot 8-inch clack door-piece; 3 feet 6-inch ditto, ditto, ditto; 1 knee-piece; 3 cisterns with horse-whims, pullies, shaft-tackle, whim-ropes, chains, iron, kibbles, ladders, sheats, wheel and hand-barrows, brass and iron sieves, scales and weights, timber air-pipes, and the usual materials used on mines. There is also a count-house containing eight rooms, smiths' shop, engine-house, carpenters' shop, powder-house, and other erections. This mine is held for twenty-one years, from 25th of September, 1835, at one-twelfth dues above adit, and one-fifteenth below; the sett is extensive, embracing the whole of the farm called TREVEGLAS. Within the last month a copper lode has been cut in the adit level, from which extraordinary fine stones of ore have been raised, and no doubt can exist of its turning out productive, if properly and vigorously worked.

Lot 2, will comprise all that mine called

TREVORGUS.

This mine is held free from all dues for ever, being a freehold mineral right to work throughout the lands called Trevorgus and Crugmorrack, containing seventy acres. Several rich lodes of mineral are known to run through this property, but have not yet been seen below the adit.

Specimens of the ores may be seen, and every information may be obtained, on application to Mr. Pitt, the purser on the mine, or to Mr. C. F. Kirkman, 12, Pancras-lane, Cheapside, London.

GLAMORGANSHIRE.

TO BE LET ON LEASE.—ALL THE SEAMS OF COAL AND CULM lying under the lands of YNISPENLLWCH, the property of J. N. Miers, Esq., situate in the parish of Llangevelach, and within five miles of Swansea, the canal to which port runs through the estate. This fine mineral property possesses all the elements of a most profitable colliery. For particulars apply to Messrs. Brough and Son, mineral surveyors, &c., Neath, Glamorganshire, if by letter post paid.

STAFFORDSHIRE HEMP AND FLAX COMPANY.—The FIRST GENERAL ANNUAL MEETING of the shareholders of this company was held at the Talbot Arms Inn, Rugeley, on Tuesday, the 7th May, when new directors, auditors, and public officers were appointed for the ensuing year.

JEREMIAH BARRETT, Esq.,

one of the trustees of the company, took the chair on the occasion, and it was received—

1. That the report of the directors read by the secretary be received and adopted.

2. That the bye-law made by the directors on the 11th of June, 1838, be confirmed, viz.:—"That no moneys be drawn, except on cheque, signed by three of the directors, at one of their regular meetings, and countersigned by the secretary."

3. That the thanks of the meeting be given to the retiring directors, for their unwearied efforts and industry on behalf of the company during the past year, and particularly for their liberality in declining to receive the remuneration due to them for their services, according to the provisions of the deed of settlement.

4. That the thanks of the meeting are due and be given to the Honourable Col. Anson, M.P., and Major Chetwynd, M.P., for the very great and important services they have rendered to the company, by introducing the new manufactures to the notice of her Majesty's Government, in consequence of which, orders have been obtained; and that these gentlemen be most respectfully solicited to allow their names to be added to the list of patrons.

5. That the thanks of the meeting are due and be given to Viscount Ingestre, M.P., Sir George Sinclair, Bart., M.P., Thomas Pitt, Esq., and Jeremiah Barrett, Esq., the Trustees of the Company, for their valuable services, and for allowing themselves to become the depositors of the specifications and secrets of the company.

6. That the thanks of the shareholders are due and be given to Mr. Fenton, the Secretary, for his very active and efficient services in the formation of the company.

7. That the thanks of the shareholders are due and be given to Mr. Smith, the Solicitor, for his valuable co-operation and assistance in the formation of the company.

(Signed) JEREMIAH BARRETT, Chairman.

TO BE SOLD, TWO FIRST-CLASS and ONE SECOND-CLASS SHARES in the THAMES PLATE GLASS COMPANY. Offers for the same to be addressed (post paid) "J. B." Post-office, Bow.

STEAM-ENGINE FOR SALE.—TO BE SOLD by PRIVATE CONTRACT, at Wheal Osborne Mine, Breage, Cornwall, a 40-inch cylinder ENGINE, almost new, with Two Boilers, about twelve tons. For viewing the same, and for further particulars, application may be made either to Captain Henry Francis, at Wheal Virgin Mine, St. Hilary, or to Mr. John Thomas, North Parade, Penzance.—Dated 7th May.

IMPORTANT SALE.

TO IRON-MASTERS, PERSONS CONNECTED IN IRON-FOUNDRIES, AND CAPITALISTS GENERALLY.

TO BE SOLD BY AUCTION, by E. and C. ROBINS, on Thursday, the 16th day of May next, at Four o'clock in the afternoon, at Lambley's New Royal Hotel, New-street, Birmingham, in such lots as the vendors may determine at the time of sale, all those extensive and substantially erected

IRON-WORKS, CALLED TOLL END WORKS,

situated at Toll End, in the parish of Tipton, being on the banks of the Birmingham Canal, and having branches therefrom, in the centre of the Staffordshire mining district, comprising THREE BLAST-FURNACES, a very excellent 86-horse power blast-engine, and a smaller one for working the machinery and boring mill, equal to 20-horse power, five cupolas, air-furnace, refineries, boring-mills, &c., iron and steel warehouses, three very complete and capacious foundries, with five large cranes, pipe foundries, &c., an excellent HOUSE, fit for either a principal or manager, with stabling and coach-house, four clerks' offices, and a variety of other minor buildings; the whole occupying a space of upwards of twenty acres, four of which are freehold, upon which the furnaces and foundries are erected, and the remainder is leasehold for a term of which fifty-three years are unexpired, subject to the low ground-rent of £88 per annum.—The works, which are inclosed by high fence walls on one side and the canal on the other, are capable of getting up all public contracts, manufacturing steam-engines, bridges, cannon-shot, gas and water-piping, and every other description of castings up to six or seven tons weight.

Also the valuable freehold estate and colliery, situated at Darlaston, in the county of Stafford, called the DARLASTON GREEN COLLIERY, adjoining and divided as well by the Birmingham Canal, as by the Grand Junction Railway, and the public roads leading from Wednesbury, through Darlaston, to Willenhall and Walsall, containing about sixty acres of land, including valuable coal mines, ironstone mines, and freestone quarries. There is a powerful steam-engine of thirty-two-horse power for pumping water, several pits now sunk, at which steam-engines and all necessary machinery are provided for getting the mine, two very comfortable houses, three cottages, company's offices, and various other buildings, whimseys and machinery requisite for working advantageously the whole of the mines and works.

Also all those two several powerful and valuable mills, erected at very considerable expense in the most substantial manner, for the manufacture and rolling of iron, situate in the parish of Tipton, in the county of Stafford, now in the possession of Messrs. Bagnalls, with powerful steam-engine and valuable machinery, &c. &c., a good clerk's house and other offices, and several pieces or parcels of land, containing about twelve acres.

Likewise all that farm house, clerk's house, and twenty workmen's houses, out-offices, and buildings, and several closes of freehold land, containing about fifty-three acres, situate at Great Bridge, in the parish of West Bromwich, called the Brickhouse estate, under which there are very valuable mines of coal and ironstone. Several shafts are now sunk at which steam-engines and the necessary machinery are provided for getting the mine. The Birmingham Canal goes through the estate, and great part of the land is very eligible for building purposes.

For further particulars apply to Messrs. Palmer and Son, solicitors; Messrs. Tyndall and Rawlins, solicitors; or to the auctioneers, all of Birmingham.

COAL AND IRONSTONE IN SCOTLAND, ON THE COAST OF EAST LOTHIAN.—TO BE LET for NINETEEN YEARS, with immediate entry, the COAL of the BARONY of SETON, lying about ten miles east from Edinburgh. It consists of several seams of first-rate quality, from two feet nine inches to four and a half feet in thickness, singularly free from the inconveniences with which other coal-fields are troubled; and from the situation it commands an extensive sale from the low district of the county, besides being most convenient for shipping from the harbour of Portseton, near the centre of the field. The IRONSTONE is found in large balls betwixt the coal and the roof, consequently no extra expense is incurred on account of it. It contains from 25 to 28 per cent. of metal, according to an analysis by Dr. Fyfe. There is also a large field of Ironstone on the property, about two miles distant.

For further particulars application may be made to Messrs. Tod and Hill, Writers to the Signet, George-street, Edinburgh, or Mr. James Burnet, Aberlady, by Haddington, either of whom are prepared to conclude an agreement as soon as an adequate offer shall be made.

Edinburgh, April 12.

STOCKTON AND CLEVELAND SHIPPING COMPANY.—In consequence of the several Shipping Companies already established at Stockton, having declined increasing their capital by creating new shares, it has been thought desirable to form a New Company, to be called the

"STOCKTON AND CLEVELAND SHIPPING COMPANY;"

the capital fund of such company to consist of shares of £25 each, for the purchase of ships or vessels, to be employed as the committee for the time being may direct.

Capital £20,000, with liberty to the committee to extend.—Deposit £5 per share; the remainder to be called for at the discretion of the committee, but such call not to exceed the amount of the original deposit, nor be oftener than once in three months.

The committee to consist of not more than nine nor less than seven, of whom three shall be a quorum, with five trustees and two auditors.

The trustees and committee to have power to commence the operations of the company before the whole of the stock of £20,000 shall have been subscribed, or the deposit paid on account of the shares therein.

A deed to be prepared, embodying such regulations and conditions for the protection of the shareholders, as a General Meeting may agree to, which shall be binding on the shareholders, and be executed by them.

PROVISIONAL COMMITTEE.

Mr. W. C. Newby.	Mr. W. Turnbull.	Mr. J. Appleton.
— C. J. Spence.	— W. T. Dixon.	— G. Walton.
— R. Sherwood.	— W. W. Watson.	— J. Laidler.

Application for shares to be made to Messrs. Backhouse and Co., at their Banking Houses at Stockton, Darlington, Durham, Barnard Castle, Northallerton, and Thirsk; to Messrs. W. W. Watson, and J. and W. Appleton, Stockton; to Mr. Briggs, Sunderland; Mr. John Watson, Guisborough; and to Mr. W. Braithwaite, Stokesley.—Stockton, April 17.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

LOUGH FOYLE AND LOUGH SWILLY EMBANKMENT COMPANY.—Capital £300,000, in £10,000 shares of £30 each, to be paid up thus:—£2 10s. as a deposit, £2 10s. when the first contract for the works is about to be made, and the remainder by instalments of £2 10s. each, at an interval of at least three months between them, according to notices to be hereafter mentioned.

COMMITTEE OF MANAGEMENT.

John Bagshaw, Esq.	J. Humphrey, Esq., M.P., Ald.
W. D. Child, Esq.	James M'Killop, Esq.
Crawford Davison, Esq.	Charles Edward Mangles, Esq.
Joseph Endaile, Esq.	John Pirie, Esq., Ald.
Thomas Parncombe, Esq.	George Reid, Esq.
W. E. Ferrers, Esq.	John Roskell, Esq.
John Fort, Esq., M.P.	George Smith, Esq.
Henry Harvey, Esq.	William Tite, Esq.
C. Hindley, Esq., M.P.	Thomas Wood, Esq., Ald.

(With leave to add to their number).

Bankers—The London and Westminster Bank.

Solicitors—Messrs. J. and S. Pearce and Bolger, St. Swithin's-lane.

Standing Counsel—Edward Rushton, Esq.

Engineer—J. M'Neill, Esq., F.R.S.

The object of the company is to carry into effect an Act of Parliament obtained last session, to reclaim and bring into a state fit for cultivation vast tracts of rich alluvial soil, on the borders of the above-named loughs, which are now dry, or nearly so at low water, amounting in extent to between 30,000 and 40,000 acres.

These loughs are two of the finest harbours in the world; they are situate in the counties of Donegal and Derry, in the north of Ireland, in the immediate neighbourhood of the estates of the great London companies, a part of the country justly considered as the most thriving.

The city of Londonderry is close to some of the lands proposed to be enclosed, and none of them are more than a few miles from it. From this port there is a communication, by well-appointed steam-vessels, several times a week to Glasgow, Liverpool, &c., from which ports it is distant but a few hours' sail.

The lands in question have been surveyed by Mr. M'Neill and other engineers of eminence, whose reports concur in stating that the proposed reclamation may be effected into certainty, at a given moderate expense, within three years from the commencement of the work, and with great profit to the subscribers. Indeed, tenders have been already made for a part of the work, materially below the estimate of the engineer, and to be completed within twelve months.

The whole will be reclaimed, brought into cultivation, and converted into money within a period of five years.

The reports above referred to, with maps, plans, working drawings, &c., may be seen at Mr. M'Neill's, 9, Whitehall-place, and at the office of the company, where also may be had a prospectus, stating the terms entered into by the proprietors, and other particulars too long for an advertisement, according to the terms and conditions of which prospectus the shares are offered to the public.

When calls amounting in the aggregate to £10 per share shall have been paid, interest will be allowed thereon at the rate of £5 per cent. per annum, payable half-yearly, and in like manner on subsequent payments, as they shall amount in the aggregate to £10 per share, seeing that the land secured by such outlay will be then in progress towards yielding a return.

Applications for shares to be made by letter, on or before the 21st inst., addressed to the Secretary of the committee, 34, Cornhill, and in the following form:—

Gentlemen,—We request you will appropriate to us —— shares, or such number thereof as you may see fit to give, in the Lough Foyle and Lough Swilly Embankment Company, on which we undertake to make the stipulated deposit of £2 10s. per share, and otherwise to conform to the terms of your advertisement.

IRISH WASTE LAND IMPROVEMENT SOCIETY.—At a Special General Meeting of proprietors, held at the offices of the society, on Thursday, the 18th of April, 1839, for the purpose of authorising the directors to dispose of the 3738 shares which had been declared forfeited, and on other business,

W. ORMSBY GORE, Esq., M.P. (deputy-chairman of the society), in the chair,

The following resolutions were moved, seconded, and unanimously adopted:—

1. That the directors do sell and dispose of the 3738 shares, which were declared forfeited by a resolution of the half-yearly general meeting, held on the 28th of February last, in such manner, and for such price, as they may think fit.

2. That in the disposal of the forfeited shares, the directors be recommended to give a preference to those shareholders who have paid their call on the non-forfeited shares.

3. That this general meeting having had the advantage of perusing the valuable report of Colonel Robinson, and which has been printed and circulated by the directors, beg to offer their warmest thanks to Colonel Robinson for such report, and for the zeal, talent, and ability, displayed by him in it.

4. That the thanks of this meeting be given to Mr. C. S. Cooper, the surveyor of the society, for the very able assistance afforded by him to Colonel Robinson, during his tour of inspection in Ireland, and for his zealous attention to the interests of the society in general. WILLIAM ORMSBY GORE, Chairman.

5. That the thanks of this meeting be given to William Ormsby Gore, Esq., M.P., for his able and impartial conduct in the chair.

In pursuance of the aforesaid first and second resolutions, the directors are now ready to receive applications from those parties who have paid the first call, and who may be willing to take a portion of the forfeited shares at the price of £1 per share, such applications to be addressed to the secretary, on or before Wednesday, the 29th inst. By order of the directors,

57, Old Broad-street, London, May 9. JOHN WILKINSON, Secretary.

MUNSTER UNION MINING COMPANY.

Held in 600 shares of £10 each.

DIRECTORS.

Nathaniel Gould, Esq. | Benjamin Shaw, Esq.

Adam Murray, Esq.

Bankers—The Provincial Bank of Ireland.

Solicitors—Messrs. Haslam and Bischoff, 6, Copthall-court, London.

Secretary—William Trenery, Jun., 38, Threadneedle-street.

The copper mines of this company, situate at Bawneeshall, opposite Tough Head, in the county of Cork, upon the sea coast, near the harbour of Castle Townsend, have been worked by a few proprietors, commencing from the surface, more with a view of testing the quality of the ore, and the ease of working, than of raising it for sale.

The experiment being very promising, in October last, Adam Murray, Esq., carefully surveyed the workings for the proprietors, and so satisfactory was the result of the inspection to that gentleman, that he has himself taken a large interest in the concern, and has also consented to become one of the directors for its management.

To carry out more fully the recommendations of Mr. Murray, of carrying on the workings of the company with vigour, the capital of the company has been increased, and the remaining shares are now offered to the public.

Application for the same may be made to the secretary, where a prospectus and Mr. Murray's report may be seen. WILLIAM TRENERY, Jun., Sec.

BRITISH SILVER, LEAD, AND COPPER MINING COMPANY.—At the Annual General Meeting of this Company, held at the Clarendon Rooms, Liverpool, the 30th April, 1839, the following resolutions were passed:—

Resolved,—That those shareholders who have not yet paid up their calls and signed the rules and regulations, be allowed until the 1st of June for that purpose, and that after that time all shares on which calls are unpaid remain forfeited.—That Mr. Henry Tribe be no longer Secretary of the Company, and the Office in London be immediately closed.

The following Bye-Laws were proposed:—That the qualification of a director be ten new shares instead of twenty.—That until the next Annual General Meeting no transfer of shares be made without the concurrence of the directors.

Company's Office, 1, Brazil-buildings, Drury-lane,

Liverpool, May 7. R. SHERATON, Secretary.

EAST CORNWALL MINING ASSOCIATION.—At a Special General Meeting of the Shareholders of this Association, held at the Office of the Association, on Tuesday, the 7th inst., pursuant to advertisement,

D. W. WITTON, Esq., in the Chair,

Resolved, That in consequence of the paucity of the applications for new shares at £3 each, the trustees be empowered to issue 3932 new £6 shares amongst the present shareholders, and that for such shares £1 each only to be paid, provided that they be accepted, and an instalment of 10s. per share paid on or before Thursday, the 23d inst., and the other 10s. on or before Thursday, the 30th of June next; and in the event of the second instalment not being duly paid, the previous one to be absolutely forfeited to the use of the company.

And it is further resolved,—That should the whole number of shares not be appropriated on or before the 15th inst., the trustees to be empowered to dispose of the remaining shares amongst the shareholders or other persons who may apply for them, at the same rate and on the same conditions.

In accordance with the above resolution, the trustees hereby give Notice, that in order to make the proper allotment to each of the shareholders as are willing to avail themselves of the same, that they are required by letter, post paid, addressed to the Secretary, on or before the 15th inst., to state the number of shares they now hold, and what number of new shares they wish to have.

3, Austin-friars, May 7.

BY THE QUEEN'S PATENT.

To Engineers, Railway Directors, Steam-Boat Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT and CORPE respectfully [illegible] the attention of the public to their new PATENT CONCENTRIC STEAM-ENGINE, [illegible] its novel formation and arrangements, combine compactness of [illegible] power, speed, and economy in working, to an extent hitherto [illegible] acceptance plans and particulars, also cards to view the Engine in [illegible] ENGINE and PATENT REVOLVING IRON SHUTTER WORKS [illegible] to be obtained at their office, No. 28, Lombard-street, London.

TWO NEW HIGH PRESSURE ENGINES FOR SALE, Six and Four Horse-power, very compact and well finished—adapted to [illegible] economically. Engines of the same returns may be seen in work [illegible]

SHEFFIELD AND MANCHESTER RAILWAY CONTRACTS.—The following CONTRACTS on the above Line will be LET from sealed proposals in the order hereinafter stated.—The plans, sections, working drawings, specifications, and also the drafts and contracts, may be seen and copied, and printed forms of Tender obtained, at the Offices of the Company, or of the Engineer. The line is distinctly trigged out on the ground, and branded pegs set down at every chain length, and will be pointed out by one of the assistant engineers if required. The Tenders are to be delivered in sealed, and addressed to the Secretary, at the Offices of the Company only.—No Tender will be entertained, unless made and filled up on one of the printed forms, nor unless the parties proposing, or their representative, attend personally, and produce an undertaking (on a form of letter which will be supplied, to be properly filled up and signed by two responsible parties), engaging to become sureties, in the event of the Tender being accepted.—The directors will meet at Twelve o'clock at noon, to open the Tenders, and declare the lettings, upon each of the days following those appointed for the delivery of the respective proposals.

Contracts.		Plans and Specifications to be ready.		Sealed Tenders to be delivered.		Works to be Let respectively.	
No.	Description.	Date.	Place.	Date.	Place.	Date.	Place.
	Tunnel Shafts	4th May	Engineer's Office, Tintwistle & Bowers' Inn, Woodhead	14th May	At the Company's Offices, 15, Piccadilly, Manchester; or, Corn Exchange, Sheffield.	15th May	Woodhead.
	Do. Boring	4th May		14th May		14th May	Woodhead.
	Do. Roads	4th May		14th May		16th May	Woodhead.
	Do. Cottages and Huts	4th May		14th May		17th May	Woodhead.
16.m.	Ardwick	4th May	Manchester	24th May		24th May	Manchester.
	Tunnel Drift Way	14th May	Tintwhistle and Woodhead	29th May		29th May	Woodhead.
1.s.	Carlcoates	11th May	Penistone and Woodhead	29th May		29th May	Woodhead.
11.m.	Hattersley	11th May	Engineer's Office, Mottram	4th June		5th June	Mottram.
9.m.	Gamesley	11th May		4th June		6th June	Mottram.

N.B. The remainder of the Contracts between the Summit Tunnel and Manchester will be ready for letting before Midsummer.

The TUNNEL commences near Andersham Clough, about a mile above Woodhead, on the mattersbrook road to Sheffield, and eighteen miles from Manchester, and extends into Yorkshire to near Dunford Bridge over the river Don, six miles above Penistone. The strata in the tunnel are presumed to alternate in rock and shale. The shafts and boreholes will be let singly or otherwise.

The ARDWICK CONTRACT commences at the Junction with the Manchester and Birmingham Railway, near Blind lane, Ardwick, at the outskirts of the eastern side of Manchester, and extends to near the Gorton Reservoir, opposite the Fairfield Walks, on the new road to Ashton-under-Lyne, a distance of two and three-quarter miles. The work consists of about twenty bridges, several culverts, an aqueduct for the Stockport branch of the Ashton Canal, a great extent of retaining walls, and about 180,000 cubic yards of excavation.

The CHARLCOATES CONTRACT extends from the eastern face of the tunnel, near Dunford Bridge, about a mile down the valley of the river Don. The work includes some bridges and culverts, and the diversion of the river Don and the adjacent brooks. The excavation will go partly to spoil. The above contract is situate six miles west of Penistone, and about eight miles south of Huddersfield.

The HATTERSLEY CONTRACT extends from the gravel pit near the turnpike-road from Mottram, in Longdendale, towards Stockport, to the west end of the Etherow Viaduct at Old Broadbottom Brow, on the river Etherow, dividing Cheshire and Derbyshire, and opposite Best Hill Mill, being a distance of about one mile and fourteen chains. The work includes several bridges, a short viaduct, and a considerable extent of retaining walls, and about 200,000 yards of earthwork, some of which will go to spoil. The above is situated nine or ten miles east of Manchester, and about a mile south of Mottram.

The GAMESLEY CONTRACT extends from the east end of the Etherow Viaduct to the west end of the great viaduct at Dinting Vale, on the turnpike road, a mile below Glossop, and about twelve miles from Manchester. This work contains several bridges and culverts, and about 600,000 cubic yards of excavation.

Any further information may be obtained at the Offices of the Company in Sheffield and Manchester; or at the office of Mr. Vignoles, the company's engineer, No. 6, Trafalgar-square, London; at Mottram and at Tintwistle, in Cheshire, on the road to Sheffield. By order of the Directors,

15, Piccadilly, Manchester, April 24. C. THOMPSON, Secretary.

MINING JOURNAL

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

FRIDAY.

Wishaw and Coltness Railway—Bill read third time, and passed.

Ballochney Railway—Bill read third time, and passed.

Monkland and Kirkintilloch Railway—Bill read third time, and passed.

Commercial (London and Blackwall) *Railway*—Petition against; referred to committee on the bill; counsel ordered.

London and Croydon Railway—Bill read third time, and passed.

Manchester and Birmingham Railway—Petition of devisees of, and other parties interested in the estate of John Lockett [presented 29th April], referred to committee on the bill; counsel ordered.

Northern and Eastern Railway (No. 2)—Petition against; referred to committee on the bill; counsel ordered.

London and Greenwich Railway—Bill read third time, and passed.

South-Eastern Railway (No. 2)—Petition for bill; to be taken into consideration upon Monday next, and to be printed.

Great North of England Railway—Bill read third time, and passed.

Great Central Irish (Celbridge and Mullingar) *Railway*—Petition for leave to present a petition for a bill reported; leave given; petition presented accordingly; referred to select committee on petitions for private bills.

London and Southampton (Portsmouth Branch) *Railway*—Bill read third time, and passed.

Bishop Auckland and Weardale Railway—Petition against; referred to the committee on the bill; counsel ordered.

MONDAY.

South-Eastern Railway (No. 1)—Order for resuming adjourned debate on question [May 2],—"That, under the circumstances stated in the petition [presented 30th April] it be an instruction to the committee on this bill, that they have power to substitute in the said bill the line referred to in the said petition, in respect of which notices were given, and plans and sections deposited in the month of November last, and to which no landowners or occupiers objected, in lieu of the line referred to in the said bill, and which is objectionable to the landowners affected thereby," read, and discharged.

South-Eastern Railway (No. 2)—Petition for bill [presented 3d May] considered; bill ordered to be brought in by Sir Edward Knatchbull and Mr. Law Hodges.

Ordered, that the committee on the bill do, in the first place, examine whether all the parties on the line consent, and whether plans, sections, and books of reference have been deposited.

Manchester and Birmingham Extension (Stone and Rugby) *Railway*—Petition against; ordered to lie on the table.

South-Eastern Railway (No. 2)—Bill "to alter and divert the line of this railway from a point thereon in the parish of Chiddingstone, in the county of Kent, so as to join the London and Brighton Railway at or near Redstone Hill, in the parish of Reigate, in the county of Surrey," presented; read first time; to be read second time.

Manchester and Birmingham Extension (Stone and Rugby) *Railway*—Five petitions in favour; ordered to lie on the table.

Preston and Wyre Railway and Harbour, and Preston and Wyre Dock—Bill reported; report ordered to lie on the table, and to be printed.

Northern and Eastern Railway (No. 1)—Petition against; referred to committee on the bill; counsel ordered.

Manchester and Birmingham Railway—Petition against; referred to the committee on the bill; counsel ordered.

Railways—Petition for making provision in all railway bills enabling the public to run carriages for hire on railways, and for restoring free competition in the carriage of goods; referred to select committee on railways.

London and Birmingham Railway—Petition of the company, praying that the clauses inserted by the committee, providing how the additional capital required shall be raised, may be expunged; ordered to lie on the table, and to be printed.

Railways (Ireland)—Petition against; ordered to lie on the table.—Report thereupon deferred till Monday next.

TUESDAY.

Tyne Dock—Bill read second time, and committed to Mr. Ord and the North Durham list.

Slamannan Railway (re-committed) *Bill*—Reported; clause added; report ordered to lie on the table, and to be printed.

Commercial (London and Blackwall) *Railway*—Leave given to print the evidence from the Committee Clerks' Office, at the expense of the parties, if they think fit.

London and Birmingham Railway—Petition for a station at Southampton-bridge, Oval-road, Camden-town; ordered to lie on the table.

Manchester and Birmingham (Stone and Rugby) *Railway*—Two petitions in favour; ordered to lie on the table.

London and Birmingham Railway—Report to be taken into further consideration on Tuesday next.

Liverpool and Manchester (Extension) *Railway*—Report further considered [prints having been delivered upon Wednesday, April 24th]; amendments agreed to; clause added; bill to be ingrossed.

West Durham Railway—Report further considered [prints having been delivered upon Thursday, May 2d]; amendments agreed to; clause added; bill to be ingrossed.

Bristol and Gloucestershire Railway—Report further considered [prints having been delivered upon Thursday, May 2d]; amendments agreed to; clause added; bill to be ingrossed.

LAW INTELLIGENCE.

WHEAL DOLLAR MINE.

VICE-WARDEN'S COURT, CORNWALL.

HOCKIN v. ROSEWARNE AND PEARCE.—The VICE-WARDEN gave judgment in this case, as respected Pearce, the only defendant who had put in an answer. The prayer of the petition, which has been before the Court at several sittings, was that a lease to search for ores, for twenty-one years from 1834, should be declared void in consequence of the neglect of the grantees to observe the covenants for the protection and satisfaction of the grantor.—With respect to the alleged neglect to work Wheal Dollar, it did not appear to his Honour's satisfaction that the mine was so lucrative as to warrant further working; but on the whole case, the Court was of opinion that the defendant had not properly worked within the limits of the set; also, that the digging by defendant after April, 1837, when the petitioner entered for the purpose of avoiding the set, was colourable and improper. His Honour therefore decreed, that the lease be declared and made void as against the defendant Pearce, and that he pay the costs of the petition.

Mr. HOCKIN subsequently moved for a decree *pro confesso*, against the defendant Rosewarne, on the registrar's certificate that no answer had been put in.—Decree granted.

GREAT WHEAL PROSPER MINE.

FERRIS v. TREVETHAN AND OTHERS.—Mr. Hockin and Mr. G. N. Simmons for petitioner; and Mr. Paul and Mr. Stokes for defendants.

In this case, which again appeared to excite considerable interest, Mr. Josephus Ferris, as one of the officers of the Western District Banking Company was petitioner, and alleged that he had, between the 1st of January and 13th October, 1837, advanced to William Millett Thomas and the other defendants, on the credit of the adventurers, and of the machinery of the mine, 1102*l.* 8*s.* 4*d.*, which they had admitted to be due, but had neglected to pay. He therefore prayed a decree for payment of the said sum, with interest; also that the said company be declared to have a lien on the ores and materials, and that in default of payment a decree of sale should issue.

To this petition, the defendants W. M. Thomas and J. Buckingham confessed. The defendants, Sampson Trevethan and Henry Francis, who had been admitted as defendants on petition, denied that Thomas was still a director and manager; and that Buckingham had been when the debt was incurred, or was now, manager and director. They also denied that between the dates of the petition the banking company had, at their request, advanced money for their use as co-adventurers; and they submitted that Thomas and Buckingham had no right to borrow money on account of the adventurers. They also denied that the banking company had demanded of them 1102*l.* 8*s.* 4*d.*; and finally prayed that the petition be dismissed with costs.

The pleadings having been opened by Mr. SIMMONS, Mr. HOCKIN addressed the Court, alleging that the present was a case the importance of which could scarcely be overrated—he might say, it was the most important his Honour ever had to decide. The question was, whether a party advancing money for the use of a mine, should have a lien on that mine or not; and he apprehended there was no mine that might not be subject to casualties that would make such advances absolutely necessary to carry it on. Mr. Hockin proceeded to explain the nature of the accounts, excluding the bill transactions, on which there was due 75*l.* for interest, not a penny having been paid on them. The advances were made in this way—Mr. Buckingham, one of the two only acting directors, drew a check on the bank, and the money was drawn by the purser and applied to the use of the mine. This cheque was, therefore, nothing more or less than a receipt. It was not negotiable; and it was necessary to guard against any misunderstanding from an attempt made on the other side to treat the whole of this case as a series of bill transactions. Mr. Hockin contended that if a partner borrows money, for partnership uses, the other partners were bound to repay, unless it appeared on the face of the transaction that the money was for the private account of the borrower; and he submitted that a mining partnership was to all intents a partnership in trade, subject to three exceptions; first, that bankruptcy and death did not dissolve it—secondly, that a man might sue; third, that a man could not bind his co-partners by bill transactions. Mr. Hockin stated that a person lending money had an equal right to hypothecate a mine, as a merchant who supplied materials, or a banker who supplied labour; and argued that the mere application of the money borrowed in the present case was sufficient ground why his Honour, sitting in Equity, should presume the ratification of a previous authority so to borrow and apply it. In speaking of the question of agency, Mr. Hockin stated that from the scrip system having been so lately established, there was no means of proving what was the custom generally, as to the power of directors to borrow money, though it had undoubtedly been the custom of this bank so to advance money to scrip mines. In such mines the shareholders could not be known to the public. How, then, could they be carried on unless the directors had very large powers? The law of shipping supplied an analogous principle, for there the captain, as the agent of the owners, might pledge their credit, and hypothecate the ship in a foreign land for repairs. And he had this power for the very reason that applied in the present case—that he had no means of communication with his principals. Mr. Hockin insisted further on the necessity of the case, alleging that the adventurers had been strictly bound to work constantly, or to forfeit the set, and that therefore the mine must have stopped but for the advances made by the bank. Mr. Hockin then called

Mr. T. F. Hornblower, the purser of the mine, who had from time to time received money from the Western District Bank.

Mr. William Phillips (clerk at the Western District Bank) proved that the cheques had been all regularly entered in the ledger, and were paid principally to Mr. Buckingham—one or two to Mr. Hornblower.

Mr. Henry Tribe was secretary to the Great Wheal Prosper Mining Company, and appointed in February, 1836, by Mr. Thomas and Mr. Waller, with Mr. Buckingham's consent. Thomas took the principal part in the management. Buckingham drew cheques in Thomas's absence. Thomas had acted as director to the present time. Buckingham up to the spring of 1838. There were originally 16,000 shares directed to be issued. At the meeting in September, 1837, about 140 scripholders were present. None else were admitted. There was no deed. The directors had power to call meetings. There was a balance-sheet produced at the meeting, showing 203*l.* 14*s.* 5½*d.* due to the directors to the June preceding; of which it was said that 120*l.* was due to the Western District Bank. There was more than that due at the time of the meeting. Mr. Thomas stated at the meeting that the account had been removed from the Miners' Bank. Knew Mr. William Pipe, who represented the Manchester shareholders. He took a very active part. Previous to the meeting, Thomas, in Trevethan's presence, told witness he intended, under Trevethan's advice, to take up the remaining 4000 shares, and that to enable him to do it, he said he had made arrangements for the Western District Bank to advance money for the pay of the mine. Thomas did not buy those shares, having found Trevethan's representations incorrect. From that time witness had nothing from the adventurers but 50*l.*, on a call of 5*s.* per share. They had received up to September, 1837, more than 11,000*l.* He was also secretary to the British Silver and Lead Mining Company, of which Mr. Thomas was a director, and which had overdrawn 842*l.* at the Western District Bank, without any special authority. Was secretary also to Kellewerris, West Tresavean, and Reeth Consols, all scrip mines, and in all which accounts were overdrawn without any written authority. Reeth Consols was overdrawn 4000*l.*—Cross-examined by Mr. STOKES.—Wherever witness was secretary, Mr. Thomas was director. Kellewerris account was overdrawn at the Miners' Bank about 150*l.*, and the account was then removed to the Western District Bank. It was now overdrawn considerably. West Tresavean account was overdrawn at the Miners' Bank 30*l.*, at witness's request—not on his responsibility. Reeth was never at the Miners' Bank. All the rest were transferred about the beginning of 1837. Mr. Thomas received of the shareholders of Great Wheal Prosper 1000 shares and 4000*l.* in money.

Mr. PAUL then addressed the Court at great length for the defendants, Trevethan and Francis. He agreed with his friend as to the importance of this case, though upon widely different grounds; and he apprehended that, if his Honour affirmed his friend's proposition, it would give a blow to the mining interest which it would never recover. That proposition was, that this was a partnership, and that a partner had a right to bind a co-partner in borrowing money from a bank. He granted that in trading partnerships that might be the case; the principle there being that the parties entering into a contract to carry on trade together, must be taken to adopt all that custom had established. Personal confidence was the basis of such partnerships; but in mining there could be no such basis.—Mr. STOKES followed on the same side.

Mr. HOCKIN replied, and his Honour said he would give his decision in London in the course of a fortnight.—The Vice-Warden highly complimented Mr. Hockin for the ability he had displayed in opening the case.

EASTERN COUNTIES RAILWAY COMPANY.

BAIL COURT—MAY 6.

THE QUEEN v. THE COMPANY.—The ATTORNEY-GENERAL said, that he was instructed to make an application to the Court, the success of which would, he hoped, produce the most salutary consequences to the public in respect of the company against which he applied, as well as all others of a similar description. The object of the application was to compel the defendants to perform the whole of the contract which they had entered into with the public, and to prevent them from picking out some particular parts of it, and executing only those parts as being the only parts likely to be beneficial to themselves. It appeared that the company had been established in 1836, by the 6th and 7th William IV., chap. 106, and that the Act of Parliament was for laying down a railway from London to Norwich and Yarmouth, through Colchester, Ipswich, and several other intermediate towns. The undertaking, upon the supposition that it would be carried on throughout the whole of the line described in the Act, had met with great encouragement and support from the landowners of Norfolk and Suffolk, and upon the same ground the landowners of Essex made no objection to its passing through their properties. It now appeared, however, that the directors wanted only to make the road from London to Colchester, and no further. If an application for that part of the original line had been made to Parliament in the first instance, it never could have succeeded. But the company having proposed to make a road from London to Yarmouth, now intended to stop at Colchester, which, as the learned counsel contended, was a manifest breach of faith with the landowners of Norfolk and Suffolk, and with the general body of the shareholders. The manner in which the company proposed to effect their object, was by placing themselves in such a situation that they could not by law continue the line beyond Colchester. It appeared that some deviations from the original line between that point and the more northern parts were provided for by another Act procured by the company, the 1st and 2d Victoria, c. 81, in the second section of which Act it was directed, that unless such deviations should be laid out before the 27th of July, 1839, it should not be lawful for the company to proceed with that part of the line at all. The company, therefore, by merely omitting to lay out the line of the deviation, would place themselves in the position which they desired, and would have no power in law to proceed beyond Colchester. They had been called upon several times by parties interested in the undertaking to mark out the deviation, but had refused to do so, for reasons which were sufficiently obvious from the statements which he (the Attorney-General) had addressed to the Court. The learned gentleman then referred to the case of "The King against the Severn and Wye Railway Company," 2 B. and A., in which the defendants were commanded by this Court to make a road for the public accommodation. A railway was not a private way, but a common highway, and any other person as well as the company may travel upon it with his own engines, upon observing the necessary regulations. In the case referred to it had been admitted by the Court that the defendants were liable to an indictment for not laying down the railroad; but as such a proceeding, however it may afford the means of punishing the defendants, could not procure any accommodation to the public, the Court granted a *mandamus*, commanding the company to do what was desired. The circumstances of the present case were exactly the same. The company had, by their Act of Parliament, entered into a contract with the public, who could not have the advantage which the Legislature intended they should derive from the proposed undertaking unless it were completed altogether. It was quite clear that the company could not legally stop at the end of half a mile, as the road would by that means become a public nuisance. They were, therefore, bound to proceed stage by stage until they arrived at the terminus appointed by the Act. The affidavit was from a great number of landowners in the neighbourhood of that part of the line which ran from Colchester to Yarmouth, a distance of about seventy miles. The other deponents were shareholders in the concern, and all swore that they, as well as the public, would be very seriously prejudiced unless the company should be compelled to complete their line according to the original plan. In these circumstances, his application was for a rule calling upon the defendants to show cause why a *mandamus* should not issue commanding them to proceed to point out the deviations referred to, so that the whole of that duty might be performed before the 27th of next July.

Mr. Justice WILLIAMS inquired why, in a case of so much novelty and importance, the Attorney-General had not applied to the full Court?

The ATTORNEY-GENERAL answered, that in the state of business in that Court, he had not been able to obtain an opportunity to make the application there.

Mr. Justice WILLIAMS observed, that the case was certainly one of great importance, and granted the rule.

BAIL COURT—MAY 8.

THE QUEEN v. THE COMPANY.—In this case Mr. HUTT applied on the part of a person named Tipper for a rule calling upon the defendants to show cause why a *mandamus* should not issue commanding them to summon a jury for the purpose of assessing the amount of compensation to which the applicant was entitled for certain premises which the company had given notice that they should require for the purposes of the Act. In this case the premises had not been actually taken by the company; but the learned counsel contended, upon the authority of some cases, that the notice amounted to an equitable contract for a purchase, and that it was not in the power of the company to revoke it.—Rule granted.

RAILWAY LAW CHARGES.

COURT OF CHANCERY—MAY 6.

COOKE v. BEETHAM.—This is a bill filed for an account by the directors of a railway company against their solicitor, who claims a sum of 16,000*l.* for costs. An injunction was obtained to stay an action at law, and no further proceedings being taken for some months, the defendant applied, after answer was put in, to have the bill dismissed for want of prosecution. There being several other defendants who had not answered, the Vice-Chancellor thought there was some ground for relaxing the strictness of the sixteenth order, and directed the motion to dismiss to stand over.

Mr. WAKEFIELD and Mr. KEENE now appealed against that order of the Vice-Chancellor, observing that the case was of importance, because if such a practice was to grow up, it would be in the power of a plaintiff to protract all proceedings of the Court by making sham defendants parties to the cause, and then abstaining from serving them with any subpœna to answer; a course which would effectually fetter the real defendant, who had answered satisfactorily.

Mr. LLOYD, for the plaintiff, said, the other defendants were certain other directors of the same company. The learned counsel stated some circumstances which he thought called for the exercise of the discretion of the Court in relaxing the severity of the order in question.

The LORD CHANCELLOR thought he had no discretion. The parties had got themselves into a difficulty, out of which they could not be taken without a special case.

Mr. LLOYD thought he could make that special case. Part of the time had been consumed in attempts to effect a compromise.

The Lord CHANCELLOR said, that ought to have been stated on affidavit, and must now be made matter of a separate application. The defendant was entitled to the order to dismiss for want of prosecution.

GENERAL CEMETERY COMPANY.

CARDEN v. THE COMPANY.—In this case Mr. Sergeant WILDE and Mr. WATSON appeared to show cause against a rule *nisi* obtained by Mr. Richards on the part of the defendant, to postpone the trial of certain issues of fact raised upon the pleadings until after the decision of a court of error upon a judgment pronounced by this Court on certain issues of law should have been obtained.

After hearing the arguments of counsel,

The COURT discharged the rule, considering it to be a matter purely for arrangement between the parties themselves.

MANCHESTER AND LEEDS RAILWAY.

COURT OF CHANCERY—MAY 8.

WEBB v. THE COMPANY.—The LORD CHANCELLOR said, as it appeared from the report of the engineer to whom the case had been referred, that the whole of the land bought by the company was not necessary, he should confine the precept for assessing the value accordingly. The injunction would continue as to all, except that contained and specified in the report.

CLARIDGE'S PATENT ASPHALTE.

VICE-CHANCELLOR'S COURT—MAY 8.

CLARIDGE v. LATRADE.—Mr. WIGRAM, Mr. RICHARDS, and Mr. CHICHESTER moved upon answer to dissolve an injunction which had been obtained upon notice by the plaintiff in February last, restraining the defendant from infringing the plaintiff's patent for the use of asphalte and pitch for pavement. The plaintiff's invention, as described in his specification, consisted in the union of asphalte with pitch. The asphalte is a natural compound, which, as used by the plaintiff, is found in Pyrimont, near Seyssel, in the department of L'Aine, and in other parts in the Jura Mountains, and consists of about ninety parts of carbonate of lime and ten of bitumen, with a small portion of aqueous matter; and this, by the application of heat, and combined with bitumen or pitch, produced the well-known mastic cement or composition which, when mixed with sand or gravel, had latterly been so much used for paving and road making. The plaintiff obtained his patent in 1837. The defendant procured a similar natural compound from the Val de Travers, and by mixing it with tar instead of pitch he had of course succeeded in producing a similar compound to that for which the plaintiff had taken out his patent. The defendant was one of the experimenters on the pavement in Oxford-street, and on that occasion it was admitted he had used pitch, but on all other occasions he substituted tar; and it was now contended that as tar as a chemical compound contained ingredients which were not to be found in pitch, the mixture of tar with asphalte was not an infringement of the patent for a mixture of pitch and asphalte. Encyclopædias and Chemical Treatises were quoted to show the nature and application of asphalte, whose uses had been long known; and it was also contended that the patent itself was no novelty. On the other hand, it was urged that pitch was but the residuum of tar, and that the defendant's whole process consisted in extracting the pitch from the tar, which he used without making any use of the additional ingredients of the tar.

Mr. KNIGHT BRUCE, Mr. JACOB, and Mr. ELLIS, appeared in support of the injunction.

His HONOUR said it was a very simple case. The patent was taken out for a combination, by means of heat, of asphalte with bitumen, so as to produce a combination applicable to paving, and so on. And then it was contended that the defendant had not infringed the patent, because he had used a combination of asphalte and tar. If the effect of the combination of asphalte and tar in a state of heat was to leave the tar in a state of combination with respect to itself, with all its qualities, so that there should be asphalte as such, and tar as such, there would be no infringement. But if the necessary process is to remove from the compound those things which constitute the difference between tar and pitch, it is really nothing but a combination of asphalte and pitch. He should, therefore, continue the injunction, with directions to the plaintiff to bring an action at law, which should try the validity of the patent, and the lawfulness of the substitution of tar for pitch.

THE GOLD DUST ROBBERY.

LAMBETH-STREET.

On Tuesday Mr. Henry Solomons, Lewin Casper, Ellis Casper, Henry Moss, Amelia Moss, and Sarah Levy, who had been remanded on the charge of stealing two boxes of gold dust, of the value of 4040*l.*, together with Emanuel Moses, or "Money Moses," as he is more familiarly called, landlord of the Black Lion public-house, Vinegar-yard, near Drury-lane Theatre, and his daughter, Mrs. Alice Abrahams, both of whom were taken into custody that morning, were placed at the bar for further examination. Previous to the examination being entered on, Lea, the officer, unlocked a small deal box which he had a short time before brought to the office in a hackney-coach, and took from it five large bars of gold, weighing within six ounces of 70 lb., and of the value of over 3000*l.*, and which formed a part of the produce of the two boxes of gold dust that had been stolen. This exhibition excited considerable curiosity among even the magistrates themselves and all present, and on observing the treasure before him, Mr. Phillips remarked to Mr. Hartley, the prosecutor, "Mr. Hartley, that's an old friend with a new face," which remark excited a good deal of laughter.

Mr. CLARKSON said, that it was with much satisfaction he had to inform the bench, that since the last examination the prosecutor and the gentlemen engaged in the present prosecution had received such information as enabled them to place the five bars of gold now produced, and which it would be most satisfactorily shown were part of the stolen treasure, before them. By the invoice which had been sent with the two boxes of gold which had been stolen, it appeared that the weight of gold was as near as possible to 102 lb., whereas the five bars now produced weighed 70 lb., within a few ounces, so that it formed nearly two-thirds of the whole.

The examination of the various witnesses occupied the magistrates until after office hours, when they were again remanded. The office during the proceedings was crowded to excess.

On Thursday the prisoners were brought up, and, after a lengthened examination, were again remanded until Tuesday week.

ARCHIMEDES STEAMER.—On Wednesday week the first trial of this vessel was made, propelled by the patent screw fixed in the dead wood of the vessel immediately in front of the rudder, but entirely under water, thus doing away at once with the paddle wheels, boxes, and their cumbrous apparatus. The *Archimedes* went ten miles per hour through the water, and thirteen miles an hour with the tide, but against the wind, and steered with the greatest exactness. She started again on Saturday afternoon, and went to Gravesend in one hour and forty minutes.

BRITISH ASSOCIATION.—The Model Committee, appointed to superintend the exhibition of models at the meeting of the British Association for the advancement of Science, to be held in this town on the 26th of August next, are desirous of receiving specimens of manufacture and works of art by the 15th of that month, in order that they may be properly arranged and classified.—*Birmingham Advertiser.*

RAILWAYS IN IRELAND.

The deputation appointed by the meeting, held at the Thatched House Tavern, on the 20th ult., to wait upon Lord Morpeth with reference to the application of the advance of Exchequer bills (2,500,000*l.*) lately voted by the House of Commons for the execution of railways in Ireland, had an interview with his lordship on Friday last, the 3d inst. The deputation consisted of Mr. J. Ellis, M.P. (Newry), chairman of the meeting; Sir W. Somerville, M.P., Sir W. Brabazon, M.P., Sir D. Roche, M.P., Messrs. Otway Cave, M.P., T. Martin, M.P., Doctor Lefroy, M.P., Fitzstephen French, M.P., N. A. Vigors, M.P., H. Grattan, M.P., J. Grattan, M.P., A. Yates, M.P., N. Ritzsimon, M.P., Pierce Mahoney, M. J. Quin, Hart, Pim, Symes, and Stephens (secretary), Sir J. F. Burgoyne, chairman of the Board of Works (Ireland); and also a member of the late Railway Commission, was present, having come over expressly for the purpose from Dublin, by direction of Lord Morpeth.

The deputation having been introduced to his lordship—

Mr. Ellis stated, that he and the gentlemen by whom he was accompanied, were desired to lay before the noble lord certain resolutions which were passed at the meeting already mentioned, to the following effect:—

1. That in the opinion of this meeting, it is expedient that three great leading lines of railway in Ireland—one to the north, one to the south, and one to the west, should be simultaneously constructed.

2. That any aid by Government to railways in Ireland ought to be distributed in due proportion to the three provinces of Ireland.

3. That while we agree in the suggestions offered in the foregoing resolutions, we should respectfully suggest that the loan proposed should be applied to the simultaneous commencement and carrying on the three great lines to the north, west, and south, as far as possible.

Lord Morpeth.—Assuming it for a moment to be determined that the object of these resolutions were to be carried into effect, am I to understand it to have been the sense of the meeting that the proposed railways should be left entirely in the hands of Government?

Mr. Ellis.—No resolution was passed on that point. It was one upon which the meeting abstained from giving any opinion. It appeared to me that the great object they wished to attain was, that if public aid were to be given at all for the construction of railways in Ireland, it should be applied impartially.

Dr. Lefroy.—And that, instead of completing for the present only one line, as proposed by your lordship, the advance in question should be apportioned for the execution of three leading lines, as far as the pecuniary supply would permit.

Mr. F. French.—I had the honour to second the first resolution, and I then took occasion to say that I differed altogether from those who were desirous of seeing the railways executed and managed by private individuals. At the same time I expressed my coincidence in opinion with those gentlemen who thought that the application of the advance should be universal.

Sir D. Roche.—As far as I could collect the sense of the meeting, I may be permitted to say that it was altogether adverse to the idea of committing any portion of the contemplated works to private enterprise.

Dr. Lefroy.—Whatever may have been thought by individuals, I believe I am right in stating, that upon the point under consideration the meeting abstained from expressing an opinion. They were unanimous as to the three lines being commenced, and that simultaneously.

Sir D. Roche.—Undoubtedly. I do believe that if the Government would undertake the three lines, and proceed simultaneously with them as soon as possible, it would give general satisfaction.

Sir W. Somerville.—It appeared to me to be the prevalent feeling of the meeting not to do or to propose any thing which might tend to embarrass the Government. Certainly all appeared disposed, as far as I could judge, to leave the proposed lines entirely in the hands of Government, and to wish that they should be proceeded with simultaneously.

Lord Morpeth.—I asked the question, in the first instance, because, whether one line, or two, or three main lines were to be constructed, I should wish it to be most distinctly understood, that unless the execution and management of the one line, or the two or three, were to be confided exclusively to Government, Government would have nothing whatever to do with them. I must confess, that if I were to consult only my own judgment on the subject, I should wish to persevere with my first proposition, as I explained it in the committee of the whole House. At the same time, considering the importance I am bound to attach to resolutions emanating from such a meeting as that represented by the gentlemen whom I have now the honour of seeing in this room, and considering also the unexpected opposition we have had to encounter in other quarters, I do not say that I am prepared to resist the suggestions which have been made, if I could see no chance of carrying my first proposition. But before I express myself more decidedly as to these resolutions, it will be necessary for me to consult the commissioners.

Sir W. Somerville.—I think I may take it upon me to assure your lordship, that the meeting was anxious to leave the whole matter to the consideration of Government, and to press you for no decision until you had ample time for consideration.

Lord Morpeth.—What do the gentlemen from the western and northern districts say upon this part of the subject?

Mr. F. French.—I can decisively answer that question for the western gentlemen; they are unanimous in the views expressed by Sir W. Somerville. I believe Mr. Lucas (member for Monaghan) would certainly prefer that a portion of the advance should be given to private companies, I collect, however, from the conversation I have had with him, that if the proposed three lines were to be sanctioned by Government, and simultaneously proceeded with, he would withdraw his opposition to the measure.

Mr. Bermingham.—I have the honour to represent here a considerable body of most respectable persons, who have hitherto acted upon the belief that railways in Ireland could be most advantageously constructed by private enterprise. I feel myself authorised, however, to state, that if the three lines now alluded to were agreed to by Government, and carried, *pari passu*, into execution, my friends would not stand in the way of any measures tending to attain that object.

Lord Morpeth.—So far we now clearly understand the position in which we are placed. The speculations of private enterprise being abandoned, and the Irish members being unanimous in supporting the measure, upon the supposition that the three lines were to be commenced in the way proposed, still we are to consider what the English opponents of the plan would say. Would they not be apt to take objection to the variation of the proposition I laid before the committee when the vote was agreed to? What guarantee can I have upon this point?

Mr. F. French.—All that we have to ask from the English and Scotch members is, that they would apply to us the same principles which they apply to themselves with reference to the advance of public aid. Very large sums have been not only lent, but granted by Parliament, for the execution of public works, both in England and Scotland. I may add, that considerable balances of the loans so made still remain unpaid; whereas we have most punctually fulfilled all the engagements which we have made for repayment with the Board of Works.

Mr. A. Yates.—I have had occasion to make some inquiries in the city as to the practicability of procuring advances from private capitalists for railways in Ireland, and I can take it upon me to state that no considerable sum could be obtained in that quarter for any such purpose. If, therefore, any lines of railway are to be executed in that country, they must be executed either by the state or by Irish capitalists, and the latter alternative I look upon as altogether visionary.

Lord Morpeth.—I have no assurance yet that the project of the meeting would meet with any general support from English members.

Dr. Lefroy.—I would take the liberty to suggest, that steps should be taken for collecting their opinions on that subject.

This suggestion having been generally approved of,

Lord Morpeth added, that he must necessarily take some few days to consider the resolutions just placed in his hands. It would be his duty also to have the opinion of the commissioners upon them; and in the mean time he would be glad to hear how far they were likely to be supported by the English and Scotch members. At the same time he thought it right to say that what had occurred during the present interview, and the independence and respectability, and influential character of the present deputation very much inclined his mind, as far as he was individually concerned, favourably to consider their proposition.

Mr. Pim stated, that a paper now in progress of circulation, entitled "Irish Railways," and to which his name, as well as those of his friends, Mr. T. Wilson (Governor of the Bank of Ireland), and Mr. T. Kincaid, were subscribed, was issued entirely upon their own responsibility, in their capacity as delegates from a committee appointed by one of the most numerously attended, and in point of wealth and station, perhaps the most influential of any assemblies ever congregated upon any subject whatever.

The deputation then withdrew, every member of it being strongly impressed with the frank and courteous manner in which they were received by Lord Morpeth.

[We extract the above report from the columns of the *Morning Chronicle*, and also the following letter, which was addressed to the editor by Mr. Bermingham:—]

Sir,—The report of what took place at the meeting at the Irish-office on Friday last, which appeared in this morning's paper, is exceedingly well given, with one exception. I stated that, although I believed the respectable parties whom I represented would not be inclined to stand in the way of the Government executing three main lines to the north and west of Ireland, and although I was prepared to recommend to them in the strongest manner to seize the offer so munificently tendered by Government, of constructing, at the expense of two and a half millions, those trunk lines, and that, although I was myself prepared to agree to the plan, yet I did not feel authorised to state that the parties would agree to relinquish their plans. But I do say, that parties who stand out on private grounds, and thereby preclude the possibility of having their lines made at the public expense, will incur a responsibility which I consider fearful, and now that Lord Morpeth has consented (should he be assured of support in the House of Commons) to act thus munificently, and give up his opinion in order to promote the good of all parts of Ireland, I would implore all Irish proprietors of land to consider well how they refuse so great a benefit to their country. Now, that we are on the eve of union workhouses being built, and, probably, soon to be filled, let them remember that there is now an offer of employment to the amount of two and a half millions, which, whilst it will serve to lessen in the next three years the pressure of that law, will entail advantages on Ireland which will render the support of the poor in future light indeed. Let, then, every Irish member of both Houses vote for this impartial plan.

Now, a word to English, Scotch, and Welch members. You will be asked to go security for two and a half millions for my country. You are to have two hundred and fifty miles of railways, in the most paying districts, to repay you. Surely the toll thereon will be ample security for 70,000*l.* a-year, the interest on your loan. It appears that the imports and exports from six towns in Ireland are above twenty-two millions sterling, by the Railway Commissioners' report. Are you not interested in bringing the resources of such a country further into play? Ireland can supply you with more food, and will take back manufactures instead. Vote, then, for the loan for railways, and improve the Shannon, and it is not by 3½ per cent. only you will be repaid, but by the comfort, the happiness, and prosperity of Ireland, and England and Scotland will be enriched, and will themselves prosper. The conveyance by mails in Ireland costs 50,000*l.* a-year—these will be reduced to a trifle by the railway; and the communication by post will be expedited in an incredible manner by this work.

BRISTOL AND GLOUCESTER RAILWAY BILL.

In the House of Commons, on Wednesday evening, Mr. Henry Thomas Hope reported from the committee on the Bristol and Gloucestershire Railway Bill, that the committee had inquired into the several matters required by the standing orders relative to railway bills, and had agreed to the following report, viz.:—

1st. That the object of the bill is to alter and extend the line of the Bristol and Gloucestershire Railway, so as to form a communication between the cities of Bristol and Gloucester, and to amend the acts relating to the said railway.

That the Bristol and Gloucestershire Railway Company, who are promoters of the bill, are not authorised thereby to raise by loan or mortgage a larger sum than one-third of their capital, nor to raise any money on mortgage, until 50 per cent. of the capital shall have been paid up.

2d. That the railway is not intended to cross any turnpike-road or other public carriage-way on a level.

3d. That the capital which the company are empowered to raise by this bill is 400,000*l.*, in shares of 50*l.* each.

That the number of shares subscribed for, on which deposits have been paid, is 6035, and the deposits paid thereon amount to 30,175*l.*

That the names and places of residence of the directors or provisional committee, with the amount of shares taken by each, are stated in the Appendix.

That the number of shareholders who may be considered as having a local interest in the line are 223, and the amount of capital subscribed for by them is 287,000*l.*

That the number of shareholders subscribing for 2000*l.* and upwards, with their names and residence, and the amount for which they have subscribed, are stated in the Appendix.

4th. That the present means of conveyance and of communication between the proposed termini are insufficient for agricultural, commercial, manufacturing, and other purposes. The Appendix to this report sets forth a statement of the present amount of traffic in passengers and goods by land and water, and the average charge made, and time occupied.

5th. That doubling the number of passengers now conveyed by coaches and post-horses, the anticipated passengers by the projected railroad will amount to upwards of 225,576 persons; and that about 67,054 tons of goods may be expected to pass annually along the railroad, consisting chiefly either of manufactured goods or valuable raw materials.

6th. That the amount of income expected to arise from the conveyance of passengers is 87,863*l.* 2*s.*, and from goods 31,573*l.* 6*s.*, making a total of 119,436*l.* 8*s.*; the proportion of income arising from passengers is upwards of seven-tenths, and the goods most likely to produce income are spirits, silks, wines, Manchester goods, sugars, wool, teazles, dried fruits, and tobacco.

7th. That the railway proposed by the bill is an extension of an existing railway, and is proposed for the purpose of completing the communication between the north and the west of England, which communication, with the exception of the line proposed by the said bill, has been already authorised by Parliament, and is now in the course of construction.

8th. That there is no competing line of railway in progress or in contemplation.

9th. That there is only one plane on the line of railway which is proposed to be worked by assistant engines, stationary, or locomotive, the gradient thereon being one in seven inches, or seventy-four feet per mile, and the length thereof two miles and four chains.

10th. That there is no particular engineering difficulty in the proposed line.

11th. That there will be one tunnel on the proposed line. It will be about sixty chains long, twenty-five feet broad, and twenty-five feet high, and will be ventilated by three shafts. The strata through which the tunnel will pass are not unfavourable.

12th. That the gradients and curves are favourable, the steepest gradient being 1 in 330, with the exception of the inclined plane above referred to, and the smallest radius of a curve being ninety-one chains.

13th. That the length of the proposed extension railway is twenty-two miles and ten chains.

14th. That the line is generally fit in an engineering point of view.

15th. *See* answer to second resolution.

16th. That the estimate of the cost and other expenses to be incurred, up to the time of the completion of the proposed railway, is 400,000*l.*, and it appears to be supported by evidence, and to be fully adequate for the purpose.

17th. That the estimated charge of the annual expenses of the railway when completed is 59,718*l.* 4*s.*, being 50 per cent. upon the estimated annual receipts, and the calculations on which the charge is estimated have been sufficiently proved.

18th. That the calculations proved in evidence before the committee have satisfactorily established that the revenue is likely to be sufficient to support the annual charges of the maintenance of the railway, and still allow a profit to the proprietors.

19th. That the Appendix shows the number of assents, dissents, and neuters upon the line, the length and amount of property belonging to each class, both on the line of extension, and also on the deviations proposed to be made in the existing railway, distinguishing owners from occupiers.

20th. That Mr. I. K Brunel was the engineer examined in support of the bill, and no engineer was examined against it.

21st. That the following petitions were presented against the bill, viz. from Edward Bloxam, complaining that the railway would divide a small estate of thirty-two acres, belonging to the petitioner, and that there was no necessity for the railway; from James Cornock, complaining of similar grievances, and with similar allegations. Upon these two petitions no party appeared. Also from the Stroudwater Canal Company, praying for the insertion of clauses for their protection, on which no party appeared, clauses having been introduced into the bill as prayed for.

From Lord Segrave, complaining that the railway would interfere with his property, and that the existence at present of a good turnpike-road and the River Severn was sufficient for the means of communication without the formation of the railway.

From the inhabitants of Dursley, stating that the line of railway avoided their town, thereby depriving them of the facilities of a railway communication. The allegations of these two petitions were considered by the committee, and counsel were heard to support thereof.

22d. That there are no other circumstances in the case which, in the opinion of the committee, the House should be informed of.

Mr. Hope further reported that the committee had examined the allegations of the bill, and found the same to be true, and had gone through the bill, and made several amendments thereunto.

Holyhead Railway.—A deputation of Cheshire, Welsh and Irish members, consisting of Sir P. Egerton, M.P., Mr. G. Wilbraham, M.P., Mr. G. Evans, M.P., Mr. R. Hutten, M. P., Captain Deane Dundas, Mr. Reddington, M.P., Mr. W.O. Stanley, M.P., and Messrs. E. D. Davenport, Stevenson, and George P. Bodder, had an interview with the Chancellor of the Exchequer, on Saturday, in Downing-street, respecting the road from Chester to Holyhead.—The deputation was most favourably received; and the plans and reports were highly approved of by the Right Hon. gent. We understand it is the intention of government to submit the question at issue to disinterested engineers; and we cannot doubt but that the decision will be in favour of this, the best and cheapest line that has been projected, for Anglo Hibernian intercourse.—*Chester Chronicle.*

Discovery of Roman Remains at York.—The railroads are about the best friends which antiquarians have in this world. Since the commencement of the York and North Midland Railway, many valuable discoveries have been made, and many noble relics added to the museum of the Yorkshire Philosophical Society. On Monday, the workmen of the railway discovered in the garden lately in the possession of Mr. Blackhouse, some relics, and among them a Roman altar, of which the following is the inscription: Deae Fortunae Sosia Ivncina (daughter) of Quintus Antonius Isaurica of the Augustan Legion.—*Monmouthshire Merlin.*

RAILWAY INTELLIGENCE.

Taff Vale Railway.—It is with pleasure we announce the completion of the Ynys Coed Tunnel, near Nantygaru, which took place at eleven o'clock, on Friday, the 26th of April. The works have been executed under the superintendence of Mr. Richardson, surveyor to the contractors, and Mr. Emett for George Bush, Esq., the engineer to the company. It is worthy of remark, the last length or meeting, 12 ft. 6 in. was completed in ninety-seven hours, viz.:—the miners commenced on Monday evening at ten, and the masons fixed the key stone by eleven o'clock on Friday. It may also be added that no accident even of the most trifling description occurred during the whole progress; although the nature of the ground was quick sands and very precarious.—*Merthyr Guardian.*

North Midland Railway.—We understand the two remaining contracts of the North Midland Railway are about to be let. The work is not particularly heavy; the length is about three miles,—and they are expected to be completed about the same time as most of the other contracts. At the termination of the Leeds contract—the southern part of the town of Leeds, near Junction-street—the station will be erected in some property belonging to Mr. Artlington.

Sheffield and Rotherham Railway.—We are informed that the following number of persons have been conveyed on this railway from its opening in November last, to the 1st of May, a period of six months:—

From Rotherham	101,952
Sheffield	97,912
Intermediate stations	4,173
Making a total of	204,037

persons; and we are somewhat surprised to find that a greater number of persons by 4040 should have been taken from Rotherham than from Sheffield. Agreeably to a recent and a very proper resolution of the directors, sixpence is now charged upon each dog accompanying a passenger by the trains, which has arisen from the great annoyance and inconvenience sustained by them, and of which great complaints were made.—*Sheffield Iris.*

Railway Tunnel near Todmorden.—This great undertaking has been relinquished by Messrs. Evans and Coupland. The company have appointed John Stephenson, Esq., as their successor to work the tunnel.

Manchester and Leeds Railway.—On Friday last, the first locomotive engine was brought upon the Rochdale station. Between Rochdale and Littleborough, the railway is in such a state of forwardness that an engine may pass.

Sheffield and Manchester Railway.—On Monday week, a highly respectable jury assembled at the Tontine Inn, to inquire into and assess the amount of damages to be paid by this company, for certain property to be taken by them in the execution of their Act. The first case was that of Mr. Middleton, Mrs. Middleton, his wife, and Mr. Johnson (trustees under the will of the late Mr. A. Green), whose property was valued at 2914*l.*; the company had offered 2258*l.* 6*s.* 8*d.*, which was refused. After a long examination, the jury found a verdict for 1898*l.* 12*s.* 6*d.*, including the buildings. In the case of J. S. Stannope, Esq., of Cannon-hall, a verdict was taken by consent for 200*l.* for land, and 100*l.* for damages by severance. In the case of the Earl of Scarborough, a verdict was taken by consent for 200*l.* A verdict was taken by consent, in the case of Mr. Denton, for 160*l.* for the land, and for damage by severance 40*l.* Another verdict was taken by consent, in the case of Mrs. Denton and others, for the sum of 48*l.* for land, and 20*l.* for damages. In the case of Mr. Denton and others, in remainder, a verdict was taken by consent for 141*l.* for land, and 60*l.* for damages.—On Tuesday morning the case of Mr. John Tinker, of Carlecoates, was heard. He had been offered by the Company 150*l.* for five acres and thirteen perches, together with the two banks and sides of a river, which he thought far too little. The jury awarded 123*l.* 7½*d.* for the land, and 60*l.* damages for the property. —On Wednesday morning the claim of the Trustees under the will of the late John Greaves, was heard for compensation for the injury which would be done to an estate called the Ranah Estate, in the neighbourhood of Penistone, which they laid at 1067*l.*; the Company had offered only 550*l.*; afterwards they offered 700*l.*; and the trustees said they would take 950*l.* The jury ultimately gave a verdict for 470*l.* for the land; 300*l.* for damages; 66*l.* for the plantation; and 20*l.* for the moor land; total—856*l.* —In the case of Mr. Joseph Hague, a verdict was taken by consent for 180*l.* These cases conclude the purchases of land for the whole length of line by the company, and it is satisfactory to state that the amount is less by 20,000*l.* than the Parliamentary estimate.—*Sheffield Iris.*

Prosperity of the North Union Railway.—We are much gratified in being able to state, as a sure indication of the growing prosperity of this line, that the duties paid to government for passengers for the last month amounted to double the sum paid the preceding month. As the payment per head is uniform, more gratifying and conclusive data could not be afforded as to the flourishing condition of the railway.

North Midland Railway.—The Yorkshire directors of this important public undertaking have, during the present week been examining into the progress of the whole work in their county. They commenced at the Treeton contract, near Derbyshire, on Monday last, and walked nearly the whole distance to Woodlesford, a tract of about thirty-seven miles, concluding the survey on Wednesday. The works in every part of the line were found to be proceeding most satisfactorily, so as to afford the best ground for expecting that the whole line will be completed by the time specified in the contracts—namely the close of the present year; and we hope that early in the spring of 1840 the travelling and carrying business of the line will be in full operation. Owing to the obstacles in the way of the company until very recently, that portion of the line between Woodleaford and Thwaite Gate has not yet been commenced; these difficulties are, however, now removed, and the contracts for the few miles will be let during the present month, with a view to the entire line up to Thwaite Gate being opened at the close of the year. The railway is in a still more advanced state in Derbyshire than in Yorkshire. As the Derby and Birmingham Railway is expected to be opened next month or in July, as soon as the North Midland is completed, there will be an unbroken railway conveyance all the way from Leeds to London, except one mile at this end, which, we hope, will soon be supplied. In the first instance, the junction with the Birmingham and London Railway will take place at Stone Bridge, by which the distance from this town to London will be 210 miles; but, on the completion of the Midland Counties Railway, this will be reduced to about 203, the junction then being at Rugby. It is anticipated that the whole distance from Leeds to the metropolis will be performed in ten hours, if not less, so that a person may next year travel from one place to the other and back again, having fourteen hours to spare, as compared with the time consumed by the mails in going one way twenty-five years since. We understand that some of the works on the Yorkshire portion of the line are executed in a particularly excellent manner. No fewer than 9000 men are directly employed on the line, to say nothing of the very great number indirectly employed, as brickmakers, &c. in order to complete this great undertaking.—*Leeds Mercury.*

Great Holyhead Railway.—Our able and vigilant contemporary, the *Chester Chronicle*, gives a detailed account of a meeting to judge of the relative merits of the line of railway from Holyhead by the coast, to join the Crewe and Chester Railway, and the line suggested by Mr. C. Vignolles, engineer, from Portdynallaen, through the mountains of Wales, by Shrewsbury, to Wolverhampton. The meeting was held at the Thatched-house, and addressed by several intelligent men. Mr. George Stephenson, the first of engineers, explained the facility, comparative cheapness, and advantages of the line by the coast to Chester, and demonstrated the insurmountable difficulties of an inland line through Wales to Wolverhampton, as laid out by Mr. Charles Vignolles, and approved of inferentially, if not expressly, by the sapient Railway Commissioners. Mr. G. Stephenson stated the line to be absurd and impracticable—that it would take twenty years to make the attempt, and as many millions as were paid for the freedom of 800,000 human beings in our West India colonies. Mr. Unsoke, the mayor of Chester, and some other leading men, expressed their opinions, upon hearing Mr. Stephenson, and the pledge given by him, that British capitalists and private enterprise were ready to construct the line to Holyhead, in place of calling for a Government monopoly, and expenditure of twenty millions, to back Mr. C. Vignolles, Colonel Burgoyne, and his despotic colleagues. The meeting unanimously adopted resolutions in favour of the Holyhead line; this must have great influence upon my honest Government, and unless Lord Morpeth wish to be dragged at the chariot wheels of our friends, James Pim, Lieut.-Colonel Burgoyne, and C. Vignolles, he will rouse himself, and exert that intellect which he undoubtedly possesses.—*Dub. Monitor.*

PUBLIC COMPANIES.

MEETINGS.

HOLMBUSH MINING COMPANY.—The directors hereby give notice, that a SPECIAL GENERAL MEETING of the shareholders will be held at the office of the company, on Thursday, the 6th of June, at Twelve for One o'clock precisely: the purposes of which may be known on application at the office of the company.

New Broad-street, May 11.

KELLEWERRIS CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the General Meeting of the shareholders of this company, called for the 19th inst., is, from unavoidable circumstances, POSTPONED to Wednesday, the 22d of June next, to be then held at One o'clock precisely, at the London Tavern, Bishopsgate-street.

By order of the directors,

19, Austin-friars, May 9, 1839. HENRY TRIBE, Secretary.

KELLEWERRIS MINE.—The holders of shares in this company are invited to meet at the office of Mr. J. Bowen May, 14, Queen-square, Bloomsbury, at Three o'clock precisely, on Wednesday, the 15th inst., to take into consideration what course will be most advisable to adopt for investigating the past proceedings of the company's directors and agents, and their accounts, for reducing the future annual expenses; or, if more beneficia, winding up the concern and dividing the proceeds; and to suggest some plan for the better management of the mine, if it shall be determined to carry it on.

SOUTH POLGOOTH TIN AND COPPER MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders of this company will be held at the company's office, 19, Billiter-street, London, on Thursday, the 23d day of May, at Twelve for One o'clock precisely. And also, that a SPECIAL GENERAL MEETING will be held as above, at Two o'clock precisely, to take into consideration the report of the directors on the then state of the affairs of the company. N. HAYDON, Secretary.

Office, 19, Billiter-street, April 27.

TREWOLVAS MINING COMPANY.—Notice is hereby given, that in accordance with the resolutions passed at the last Annual General Meeting of the proprietors, an ADJOURNED GENERAL MEETING of the shareholders will be held at the office of the company, No. 12, Pancras-lane, London, on Monday, the 3d day of June next, at Twelve o'clock precisely.

Mining Office, May 1. C. F. KIRKMAN, Sec.

WHERRY MINING COMPANY, Mount's Bay, Penzance, Cornwall.—The shareholders are reminded, that the ANNUAL MEETING will be holden on the Mine, on Monday, the 6th day of May next, at Eleven o'clock in the forenoon.—Dated April 27.

CALLS.

BAHIA STEAM NAVIGATION COMPANY.—A FOURTH INSTALMENT of ONE POUND per share in the Bahia Steam Navigation Company having been called for by the directors, and made payable on or before the 14th day of April last, at the company's bankers, Messrs. Smith, Payne, and Smiths, Lombard-street, Notice is hereby given, that all shares in respect of which the said instalment shall remain unpaid on the 31st of the current month will then be declared FORFEITED. By order of the board of directors,

Lombard-street Chambers, May 10. G. H. HEPPEL, Sec.

ANGLO-SPANISH RAILROAD COMPANY—CADIZ, PORT ST. MARYS, and JEREZ ROAD.

Under powers granted by his late Majesty Ferdinand VII., exclusive for Twenty-five years, and exempting from all duties.

Capital £125,000, in 5000 shares of £25 each.—Deposit £2 per share.

BANKERS.

London—Messrs. Wright and Co., Henrietta street.
Madrid—Senor Don José Safont.
Cadiz—Messrs F. Martinez de Larrad and Co.
Solicitor—Samuel Amory, Esq., 25, Throgmorton-street.
Engineer—Arthur Dean, Esq.

The object is to establish good communications between the above-named cities, avoiding the dangerous and often impassable bar of the river Guadalete, which all passengers and goods between these places have now to cross; and to make the journey between Cadiz and Jerez a safe, cheap, and pleasant one of one hour, instead of a dangerous, dear, and painful one of five or six hours, as at present.

There are 255,000 people on and immediate to the extremes of the line. Of wines and brandies alone Port St. Marys and Jerez export and import above 50,000 pipes annually; and from official data, 200,000 persons now cross the Bay yearly between Cadiz and Port St. Marys.

There will be ten miles of single railway, starting from a pier about one mile from Port St. Marys, outside the bar of the river Guadalete, and terminating at Jerez. Between the pier and Cadiz (four miles) steam-boats will be constantly running.

The lowest calculation of net income founded on present traffic (and after ample provision for working expenses, maintenance, &c.), is £36,000 per annum, and a very large increase may be expected. The property will be as secure as any in England.

The surveys and estimates were made by the company's engineer, and the plan and section, and specimens of strata may be seen at the office. The road may be completed in fifteen months.

The greater part of the capital is already subscribed; but prospectuses, with names of directors, may be obtained, and applications for shares made (if by letter, post paid) to the Secretary, at the office, 9, New Broad-street.

London, May 2. L. M. CUTHBERT, Secretary.

INLAND LINE OF RAILWAY—FROM NEWCASTLE-UPON-TYNE TO EDINBURGH.—At a numerous and highly respectable Meeting of parties desirous of promoting the above line of Railway, held, pursuant to advertisement, at the Assembly Rooms, Newcastle-upon-Tyne, on Wednesday, the 1st day of May instant,

The Right Worshipful the MAYOR of NEWCASTLE in the chair;

The following resolutions were unanimously passed:—

On the motion of William Woods, Esq., of Newcastle; seconded by Robert Fraser, Esq. (deputed to attend the Meeting from the town of Hawick):

That it is the opinion of this meeting, that an inland line of railway (twenty-one miles of which are already formed) from Newcastle-upon-Tyne to Edinburgh and Glasgow, in the direction pointed out in the report of John Blackmore, Esq., to the directors of the Newcastle and Carlisle Railway, will afford the most ready means of an unbroken line of communication between London, Edinburgh, and Glasgow, by means of the railways made and now forming south of Newcastle; and that it will be more beneficial to this district, and to the southern counties of Scotland and Edinburgh; and at the same time will be a considerably better investment for capital than any other line which has been proposed, from the much larger amount of traffic that it will command, and its greater convenience to the public.

On the motion of Colonel Coulson, of Blenkinsopp Castle, seconded by Thomas Fenwick, Esq., of Southhill, Durham;

That a provisional committee be formed of such of the gentlemen now present and others who may be inclined to aid in directing the proceedings until the formation of the company, to be called "The Inland or Great North Junction Railway Company," and that the various parties in Scotland and elsewhere, who are favorable to the undertaking, and have made communications on the subject, be invited to join the committee; but that the names of the committee to be so formed be not advertised until the answers have been received from the parties to be applied to, when a meeting of the committee will be called to concert further measures; and that subscriptions be entered into for defraying the expenses of forming a company, and for making the further surveys that will be necessary for the information of the committee, and for an application to Parliament.

On the motion of John Scott, Esq., of Yevlot Bank (deputed to be present by the Commissioners of Supply, and principal landowners of the county of Roxburgh, at a meeting at Jedburgh, on the 30th April), seconded by Robert Gill, Esq., of Galashiels;

That the thanks of this meeting be given to the directors of the Newcastle and Carlisle Railway, for the great pains they have taken in investigating the matter and in bringing it before the public.

The following resolutions were also put and carried unanimously:—

That John Adamson, and Stephen Reed, Esqs., of Newcastle, be the joint honorary secretaries to the provisional committee.

That the thanks of the meeting be given to those gentlemen who formed the deputations from Roxburghshire, Hawick, and Galashiels.

That the thanks of the meeting be given to the Mayor of Newcastle for his attending and opening the business of the meeting, and to Matthew Plummer, Esq., for his taking the chair, when the Mayor was obliged to leave to attend the Town Council.

That these resolutions be fully advertised. By order,

JOHN ADAMSON, STEPHEN REED, } Hon. Secretaries.

TAFF VALE RAILWAY.—CONTRACT FOR WORKS.—Notice is hereby given, that the Directors will meet at their Office in Cardiff, on Wednesday, the 15th day of May next, at Twelve o'clock, to RECEIVE TENDERS for the execution of the following WORKS, viz.:—

CONTRACT, No. 21—Being the excavation and formation of the cuttings and embankments, and construction of all bridges, culverts, and other masonry, retaining walls, and the entire completion, excepting ballasting and laying the permanent rails, of that portion of the line extending from the termination of Contract No. 15, in the parish of St. John the Baptist, in Cardiff, to the termination of the railway in field marked No. 47 in the Parliamentary Plan, in the parish of St. Mary, in Cardiff, being a distance of about eighty-five chains. Also

CONTRACT, No. 22 (Llancaich Branch)—Being the excavation and formation of the cuttings and embankments, and the construction of all bridges, culverts, and other masonry, retaining walls, and the entire completion, except ballasting and laying permanent rails, of that portion of the line extending from the termination of Contract No. 15, in the parish of Llanvabon, to a point in field marked No. 7 in the Parliamentary Plan, in the parish of Gelly Gaer, being a distance of about 2.8 chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection at the Engineer's Office, at Maesdy, near Cardiff, on and after Monday, the 6th day of May next.

Printed forms of tender may be had there, or at the Office in Cardiff, and no others will be attended to.

The parties whose tenders are accepted will be required to enter into a bond, with two sureties, for the due performance of their contract, and the names of the proposed sureties to be specified in the tender.

The tenders must be delivered at the Office in Cardiff, on or before Twelve o'clock on the said 15th day of May, and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The directors will not bind themselves to accept the lowest tender.

By order of the Board.

Taff Vale Railway Office, April 24. JOSEPH BALL, Secretary.

STOCKTON AND HARTLEPOOL RAILWAY.

CONTRACT FOR STONE BLOCKS, LARCH SLEEPERS, AND POST AND RAIL FENCING.

The directors of the above railway will meet at their office (adjoining Messrs. Jackson and Skinner's offices) in Stockton-upon-Tees, on Tuesday, the 14th day of May next, at Twelve o'clock at noon, to receive TENDERS for supplying the company with the above materials. TWENTY-FIVE THOUSAND STONE BLOCKS, FOUR THOUSAND SLEEPERS, and about TEN MILES in length of FENCING, will be required. No Tender will be received for a less quantity than five hundred stone blocks or wood sleepers, nor for a less length of fencing than one mile.

Further particulars, with a specification, may be had on application to George Leather and Son, Civil Engineers, Leeds; or to

R. WARD JACKSON, Solicitor, Stockton,

Stockton, April 16. Clerk to the Company.

STOCKTON AND HARTLEPOOL RAILWAY.

CONTRACT FOR IRON RAILS AND CHAIRS.

The directors of the above railway will meet at their office (adjoining Messrs. Jackson and Skinner's offices) in Stockton-upon-Tees, on Tuesday, the 14th day of May next, at Twelve o'clock at noon, to receive TENDERS for MALLEABLE IRON RAILS, of which about nine hundred tons will be required; also for the CAST-IRON CHAIRS or PEDESTALS required for that quantity of Rails.

Patterns may be seen, and a specification and further particulars may be had, on application to George Leather and Son, Civil Engineers, Leeds; or to

R. WARD JACKSON, Solicitor, Stockton,

Stockton, April 16. Clerk to the Company.

STOCKTON AND HARTLEPOOL RAILWAY.

CONTRACT FOR WORKS.

The directors of the above railway will meet at their office in Stockton-upon-Tees, on Tuesday, the 21st day of May next, at Twelve o'clock at noon, to receive TENDERS for the WHOLE of the WORKS on their LINE, being a length of about Eight and a Quarter Miles. Plans, Sections, and Specifications may be seen, and forms of Tenders and other information may be had, on application at the offices of Messrs. George Leather and Son, Civil Engineers, Leeds, from Monday, the 6th, to Saturday, the 11th of May (both inclusive), and from Monday, the 13th of May, until the day of letting, at the company's office, in Stockton-upon-Tees.

R. WARD JACKSON, Solicitor, Stockton.

Stockton, April 29. Clerk to the Company.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Asiatic	14, Grafton-street	Saturday	3 P.M.
Royal Geographical	21, Regent-street	Monday	9 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8½ P.M.
Society of Arts	Adelphi	Wednesday	7½ P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.
Royal	Somerset House	Thursday	8½ P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
London Electrical	Adelaide-street	Thursday	– P.M.
Royal Institution	Albemarle-street	Friday	8½ P.M.

PUBLIC COMPANIES.

MEETINGS.

West Wheal Jewel Mining Association	23, Threadneedle-street	May 13	12.
Preston and Wyre Railway	11, King William-street	14	1.
English Copper Company	27, Upper Thames-street	14	12.
Imperial Continental Gas Association	7, White Hart-court	14	2.
New Granada Mining Company	3, Freeman's-court, Cornhill	15	2.
Kellewerris Mining Co. (by shareholders)	14, Queen-street, Bloomsbury	15	3.
Equitable Gas-Light Company	21, John-street, Adelphi	16	11.
Provincial Bank of Ireland	42, Old Broad street	16	12.
Bolivar Mining Association	London Tavern	22	1.
South Polgooth Mining Company	19, Billiter street	23	12.
Rock Life Assurance	New London Hotel	23	12.
St. John del Rey Mining Company	8, Tokenhouse-yard	24	2.
Portsmouth Floating Bridge	Fountain Inn	28	11.
Deal Pier Company	London Tavern	31	1.
London Joint-Stock Bank	Princes street, Bank	June 1	11.
Bank of Australasia	18, Aldermanbury	3	2.
Grand Union Canal	20, Surrey-street	3	11.
Altona, Hamburgh, & Lubeck Railway	George and Vulture	3	12.
Northern and Eastern Railway	61, Moorgate-street	3	12.
Trewolvas Mining Company	12, Pancras-lane	3	12.
Bank of British North America	7, St. Helen's-place	4	12.
Grand Junction Canal	Crown and Anchor	4	12.
Regent's Canal	City-road Basin	5	2.
Holmbush Mining Company	Office, New Broad-street	6	12.
Kellewerris Mining Co. (by directors)	London Tavern	22	1.

CALLS.

Birmingham & Derby Junction	10*l.*	May 13	Glyn, Halifax, and Co.
Trinity Harbour Company	5*l.*	20	Ladbroke and Co.
Danecomb Mining Company	10s.	20	Wright and Co.
Haytor Granite Company	2*l.*	20	Coutts and Co.
Glasgow, Paisley & Greenock R'way	3*l.*	22	As former calls.
Van Dieman's Land Company	1*l.*	June 1	55, Old Broad-street.
National Reversionary Investment	2½*l.*	1	65, Old Broad-street.
West Durham Railway	1*l.*	1	London Joint-Stock Bank.
London, Newcastle, &c. Shipping Co.	1*l.*	1	62, Threadneedle-street.
Wheal Morgan Mine	1*l.*	1	28, Poultry.
London and Brighton Railway	5*l.*	3	Smith, Payne, and Co.
East Wheal Strawberry Company	10s	3	3, Freeman's-court.
Midland Counties Railway	10*l.*	8	Glyn, Halifax, and Co.
Cambrian Iron and Spelter Co.	2½*l.*	Aug. 1	London Joint-Stock Bank.

DIVIDENDS.

United Hills Mining Company	15s. per sh.	5, Adam's-court	May 21.
Anglo-Mexican Mint	24s. per sh.	9, New Broad st.	June 1.
Equitable Reversionary Interest Co.		10, Lancaster-street	1.
Alliance Insurance	1*l.*	1, Bartholomew lane	—.

NOTICES TO CORRESPONDENTS.

British Silver, Lead, and Copper Mining Company.—We have received the letter of our correspondent, and thank him for the information conveyed, which will form subject of observations which it is our intention to make next week, not only with reference to this company but those which are closely *associated*, so far as management is concerned.

The pamphlet containing a Report of the two meetings called at the Thatched House Tavern, by Mr. Bermingham, has been received, and will be duly noticed.

The pressure of matter this week, and the numerous meetings of Public Companies, render our Reports necessarily brief, but the several points referred to which are of importance, as well as Abstracts of the accounts, shall appear in our next.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, MAY 11, 1839.

THERE are certain topics of complaint which are repeated with so much regularity at certain intervals, that they may almost be looked upon as periodical in their recurrence, and among these may certainly be ranked the high price of coal in the metropolis. Each succeeding winter, as the demand increases with the length or severity of the season, the price of coal, as of all other articles under like circumstances, experiences a gradual rise also; and with this rise the complaints of the public are pretty sure to keep at least an equal pace. The past winter has been particularly distinguished by this species of dissatisfaction, which, far from exhausting itself in words, or on paper, according to former precedents, is now assuming an organised form, and strenuously endeavouring to counteract and diminish the evil in question by certain supposed remedial measures—the efficacy of which we leave time to determine.

The great object in view, the reduction of the price of coal in the metropolis, is, we admit, a most important and desirable one; and we agree, therefore, in the principle which actuates the exertions alluded to, with a view to effect a reduction in it by the employment of all fair and practicable means, without being, however, quite so sanguine as many with regard to the results, or joining in an outcry, which has too often been re-echoed from one to another, without any sufficient knowledge of the very complicated system of trade which circumstances have established for supplying London with coal, or of the numerous articles of charge which consequently go to make up the aggregate expense which has excited so much dissatisfaction. If these circumstances are well understood, as they certainly deserve to be, we believe they will go a long way towards setting questions at rest, which have been argued of late with too much intemperate and personal feeling to produce any sound or correct results; and that they will, at the same time, tend to modify certain expectations of rather an unreasonable nature, which can only be productive of loss and disappointment to those by whom they are entertained. The natural situation of London is, we fear, such as to preclude the possibility of obtaining coal at so cheap a rate as some are disposed to anticipate; and in any attempt to reduce its price (which, to a certain extent, we believe may, and ought to be, done) there are various circumstances which require to be taken into consideration.

It must not be forgotten that the coal with which London is supplied is of a very superior quality to that produced by many of our other coal districts; that in order to suit the taste of the inhabitants of the metropolis for large coal, a considerable proportion of that raised from the pit (all of which incurs the same expense in many respects) is separated by screening, and much of it becomes mere waste—thus, necessarily, enhancing the price of the remainder. It must also be remembered, that a very large amount of capital is requisite to open a colliery in the Newcastle field; that the capital expended in mining is subject to heavy losses or even total sacrifice; that the coal has often to be brought many miles before it can be shipped, subjecting many collieries to heavy charges as tolls or way-leave rents. Taking these circumstances into account, and giving them that weight which, in common fairness and justice, is due to them, we think they will, in some measure, tend to check the exaggerated expectations of many as to the practicability of making any great reduction on the original price of coal; and to show that the unmeasured censure which has been bestowed of late on the northern coal-owners has rather been the effect of excited feeling on the subject, than of a calm and dispassionate inquiry into the real facts of the case.

But, in point of fact, there is but a small proportion of the price paid by the London consumer, which goes to remunerate the coal-owner: we have, on previous occasions, shown that of the cost per ton, as delivered into the consumers' cellar, not more than *one-third, sometimes, indeed, only one-fourth, must be set down as the original cost of the coal*, and that not at the pit's mouth, but actually delivered on board, at a distance of, perhaps, many miles from the spot where it was raised. It is, then, the cost of freight, duties of various kinds, and the profits of various intermediate parties, which tend, in a great degree, to swell the price of coal so enormously in London, although there are undoubtedly many vices in the complex system that has thus arisen—a circumstance not only probable, from the nature of things, but generally known as a great and crying evil.

In thus stating what we consider to be the real merits of a case, upon which the public is inclined to form too hasty a judgment from a limited knowledge of the facts, we are by no means coming forward as the apologists of the northern coalowners, or as the advocates of monopoly. We have ever disapproved of the restrictive system adopted in the coal trade, as being impolitic in itself, and by no means tending to the permanent interests of the parties who have pursued it, and to that opinion we still adhere; indeed, recent circumstances have tended still further to confirm our previous views of the evils resulting from it. Justice towards an important section of the mining interest requires, however, that we should bestow some notice upon the reiterated, and, in many respects, the unfair attacks which have of late been made upon it; although we have never approved of, or identified ourselves with, the fundamentally vicious principle which has unfortunately been adopted by it.

The trade in coal should, we consider, like every other species of trade, be left open to competition, and any attempt by individuals to create artificial prices by imposing restrictions upon the vend, although it may be for a time successful, must in the end prove a complete failure, and may even turn out most injurious to the parties concerned. This is the opinion we have ever held, and the sentiments we have from time to time expressed, have always been in accordance with it; and we do hope that the time has now arrived when this view of the subject will be entertained by the coal-owners themselves, and their arrangements modified accordingly. It is in the very nature of things that an article like coal should ever fetch a remunerating price, and were the price to be lowered, an increased demand would be the immediate result.

The whole of the complex system of machinery by which the sale of coal is conducted, should be well examined into, as it is chiefly by simplying this, and by correcting the abuses which have crept into it, that the price of coal can be reduced in any material degree. Such a reduction will, we have no doubt, shortly be effected; and if not to the extent which is anticipated by some, we believe it may be carried far enough greatly to benefit the public, and more especially the poorer classes, while the increased demand will cause increased activity and employment in our coal districts, and, therefore, improve the condition both of the miner and mine-owner.

Although not inattentive spectators of the late discussions on the subject of the coal trade, we have foreborne to mingle in a warfare by no means distinguished either by the temper or discretion of the combatants; and while so fierce an altercation was going forward, there was little chance of attention being given to more moderate views of the subject, such as those we have now advanced. It would be easy to extend these remarks, but they would at present lead us to too great a length; we shall, therefore, shortly return to the subject again, noticing more particularly that most reprehensible feature of the coal trade in London—the shameful, oppressed, and degraded situation of the coal whippers. We shall only further observe at present, that if it be a fact (as asserted by some) that the exertions of the present LORD MAYOR, have in the course of a few months only, been sufficient, in great measure, to destroy the monopoly which has been so long complained of, it ought to go far to mitigate the censure so unsparingly bestowed of late on the coal-owners for having upheld a system which the exertions of a single individual out of the vast population of this great metropolis, has at length been found adequate to reform.

We adverted a short time since to the additional capital about to be raised by the London and Birmingham Railway Company for the completion of their works, and we now return to the subject, in order to notice the position in which that company has been placed by the committee striking out the original clause inserted in the Bill, providing the mode in which the additional million should be raised, and substituting for it another clause, dictating, without any sufficient reason that we can perceive, a mode of creating capital far less in accordance with the interests of the shareholders, and against which they very naturally protested at the time, and have since petitioned the House.

The petition in question was presented on Monday evening, and is now before us; it clearly states the nature of the case, and of the alleged grievance, and will, we trust, occasion the obnoxious clauses to be expunged from the Bill at a future stage of the proceedings. As we consider that an unnecessary infringement on the interests of a large and highly respectable public body has been contemplated, we feel most anxious that a successful stand should be made against it, and that the company should succeed in the objects set forth in their petition. With this view we shall now offer a few remarks on the subject, and shall notice it again hereafter, should circumstances require it.

Our readers are, of course, aware that the present is the fourth application to Parliament, for powers to raise additional capital, which has been made by the London and Birmingham Railway Company—the expense of this great undertaking having amounted to more than double the original estimate. Being precluded by the standing orders of Parliament from raising further capital by mortgage or loan, a clause was introduced into the present Bill, containing the very reasonable proposition, that it should be raised by "the creation of new shares, to be offered to the proprietors of original shares in the undertaking, in proportion to the number of shares held by each proprietor, to be paid for at such times, and in such manner as might be called for by the directors."

What reasonable objection could be made to a course of proceeding so equitable, and at the same time so much in accordance with common usage, we are at a loss to discover; the clause was, however, struck out in committee and another substituted, providing that the shares created as there directed should be offered for sale in the public market, and that "the directors shall not sell the shares so created at a lower price than the market value at the date of the sale; and that the sale of the said shares shall be continued and effected until the sum of one million pounds sterling shall have been raised for the use of the said company."

To the compulsory mode of raising capital provided in this clause (which, from its length, we cannot conveniently insert) the company offer several strong objections, as being unjust in its operation. It is forcibly observed, that the clause proceeds upon the assumption "that the stock to be newly created will bear a fictitious value or premium in the market; that such premium, if it shall be found to exist, will be the result of the public estimation of the undertaking, carried on during many years without any return whatever, till within a very few months, and at a great risk." The company submit, with great justice, that they are entitled to reap the additional value of the stock to be created, as "the fruit of their own capital, skill, and labour expended in the undertaking, as surely as they must have borne the loss arising from any depreciation of new stock, which might have resulted from a less favourable opinion of the undertaking." It is well pointed out, that the company seeks no favour or indulgence, that it merely resists a provision which "has not been, and could not be, imposed upon railway companies creating new shares while the original stock was at a discount"—it seeks, in fact, only to resist a regulation which, if made at all, should be a general one, and not partially imposed upon this single undertaking, in consequence of its success and high public estimation.

We most cordially concur in the prayer of the company, that they may "be allowed the privilege of adding to their partnership stock, without the compulsory admission of other parties into the concern." The London and Birmingham Railway is an undertaking which deserves well of the country, and ought to be considerately treated by its representatives. When a public body comes forward to make an outlay of five or six millions sterling for the general good (for this is pretty certain to be promoted whether the shareholders receive an adequate return or not), we hold that every fair advantage should be given by the Legislature, and that no unjust or illiberal treatment should for a moment receive countenance.

We observe that an application has been made to Parliament by the South-Eastern Railway Company, on a subject of much importance to the shareholders, as it will materially affect the time at which the line can be completed and opened. The desirableness of forming a junction between the South-Eastern and the London and Brighton Railways, south of the great range of chalk hills, which has in great measure regulated the laying out of the former line, and at a point from whence the two railways would run almost parallel towards the Metropolis, has long been evident, and was indeed recommended by the committee on the London and Brighton Railway, in 1837. The South-Eastern Company has acted upon this suggestion, and after encountering a good many difficulties in reconciling conflicting interests, have at length succeeded in pointing out a deviation line, falling into the Brighton Railway near Reigate, to which all parties have acceded, and which can be proceeded with without opposition from any quarter. In this state of things it is of course highly important to the company to obtain powers for diverting their former line in conformity with their present views, during the present session of Parliament, as otherwise a whole twelvemonth will be lost in completing the line. In acceding to the present application, under the peculiar circumstances of the case, it will be in the power of Parliament to promote the interests both of the company and the public, and certainly the occasion is such as to warrant some slight deviation from the established forms of the House. The delay of a whole year in the time of opening the line would be productive of much inconvenience to the company, as during that time the whole of their capital would be lying dormant, and the present application has entirely originated in circumstances which could not sooner have been foreseen.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 93⅞ ⅛ for money, and 93½ ⅝ time. The Three-and-a-Half per Cent. Reduced Annuities 99¾ 100, and the Three-and-a-Half per Cents 101 ⅛ money. Bank Stock 196¾ money, and 197 time. Premium upon Exchequer Bills 39 41, and on India Bonds 46.

Portuguese New Bonds 35⅝ ⅞, and the Three per Cent. ditto 21⅝ ⅞. Spanish Bonds, with May Coupons, 19⅞. Brazilian 78½. Colombian 30⅝. Mexican Six per Cents 25½. Belgian Bonds 102½. Dutch Two-and-a-Half per Cents 56⅛ ⅝; Old Fives 103; and the New Loan 99⅞.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, 92½ ⅝; Three-and-a-Half per Cent. Reduced, 100 ⅛; Long Annuities, 14⅛; Consols for Account, 93½ ⅝; Exchequer Bills, 39 41 premium; East India Bonds, 44 46 premium; Dutch Five per Cents., 102¾ 3; Ditto Two-and-a-Half per Cents, 56⅝ ⅞; Portuguese Five per Cents 35½ 36; Ditto Three per Cents 21⅛ 2.—Railways:—Brighton, 9⅝ ⅞ dis.; Great Western, 9 10 premium; London and Birmingham, 70 72 pm.; New, 20½ 21½ premium; Southampton, 45 46 per share.

REDRUTH, MAY 9.—Average standard, 106*l.* 6s. 0d.—Average produce, 8½.—Average price, 6*l.* 0s. 6d.—Quantity of ore, 4238 tons.—Quantity of fine copper, 347 tons 17 cwt.—Amount of money, 25,319*l.* 1s. 0d.—Average standard of last sale, 110*l.* 4s.—Produce, 7½.

LONDON, MAY 10.—Since last week sheet copper has declined ½d. per lb. English tin remains stationary, but in foreign a demand has sprung up, and it may be rated at 2s. per cwt. higher. Lead is dull of sale—Iron the same. Spelter is firm on the spot, and large business has been done for autumn deliveries at 19*l.*

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 24*l.*—London and Birmingham Railway, 162*l.*; ditto, quarter shares, 26*l.* 5s.; Grand Junction, 201*l.*; Manchester and Birmingham, 11*l.* 10s.; Great Western, 74*l.*; Birmingham and Gloucester (50*l.* paid), 29*l.*; London and Southampton, 45*l.* 10s.—Grand Junction Canal, 190*l.*; Warwick and Birmingham, 280*l.*—*Midland Counties Herald.*

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, the 4th inst., is as follows:—Silver coin to Madras and Calcutta, 22,000 oz.; Mogadore, 9000 oz.; Hamburg, 12,000 oz.; Canada, 29,120 oz.; Rotterdam, 60,000 oz.; Gibraltar, 44,000 oz. Silver bars to Madras and Calcutta, 179,837 oz.; Hamburg, 13,150 oz.; and Rotterdam, 16,400 oz. Gold bars to Hamburg, 4570 oz.; coin to ditto, 2037 oz.; and 1300 oz. of coin to Rotterdam.

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

LOUGH FOYLE AND LOUGH SWILLY EMBANKMENT AND DRAINAGE COMPANY.

Capital £300,000, in 10,000 shares of £30 each.

It was our intention this week to have devoted some space to the resources of Ireland, but from which we are precluded from pressure of other matter. Our notice of the present company, which has for its objects the reclaiming of land by the construction of a sea-wall, as in the case of Port Madoe, and other points where excellent arable or pasture land has by this means been secured, must therefore necessarily be brief, reserving, as we do, until another occasion, those details which will be found of interest—in the interim, we refer to our advertising columns.

CALCUTTA AND DIAMOND HARBOUR RAILWAY AND DOCK COMPANY.

Capital £300,000, in 6000 shares of £50 each. Deposit, £2 per share.

The prospectus of this company has been issued, with the report of Capt. T. J. Boileau, which latter will be read with interest. We shall next week give an outline of the undertaking.

PROCEEDINGS OF PUBLIC COMPANIES.

EAST CORNWALL MINING ASSOCIATION.

A special meeting of the shareholders in the above company was held at the offices, 3, Austin-friars, on Tuesday, May 7.

D. W. WITTON, Esq., in the chair.

The SECRETARY read the advertisement convening the meeting, and the minutes of the last meeting were read and confirmed.

The CHAIRMAN stated, that he had convened this meeting in consequence of the directors not being able to carry out the resolutions of the last meeting, the applications for new shares not having realised their expectations, and it, therefore, became necessary to propose other means for raising the necessary funds for carrying on the works, &c. Before entering into that business, he would take the opportunity of alluding to a letter which appeared in the *Mining Journal* of last Saturday, signed "Christopher Alderson," which he could only characterise as a statement not borne out by the facts of the case; but for this meeting it would have been treated with the contempt it merited, being a series of libels on judges, jury, counsel, and every body concerned. He then adverted, for the satisfaction of the meeting, to the judgment pronounced in the Court of Exchequer (on the last application for a new trial, grounded on the absence of the witness Hore), 26th April, 1838, of which the following are extracts from the short-hand writer's notes as delivered in Court, which he considered to be so complete an answer as to require no further remarks. He added, that a copy of the judgment in question would lie at the offices for the inspection of any person who chose to apply:—

Lord ABINGER.—There is another circumstance of some importance in this case; it appears the defendant, undoubtedly after the plaintiff and his party were in possession of the mine, and were profitably working the same, did by force and violence turn him out of that possession; this appears on the notes of both the Judges who tried the case. The Court, by refusing to grant the rule, are placing him exactly in the position he ought to have stood when he went with violence to take the position he did. With reference to the witness Hore, he is a witness of such a character as to make it exceedingly doubtful whether a jury would give him credit, for the manner in which the affidavit obtained from him is very suspicious. He is taken, without any warrant, by a constable into custody to the attorney, Mr. Wallis, and while thus in custody, makes the affidavit in question: when free from apprehension and any further restraint, he refused to confirm the same, or make any other affidavit on the subject; this makes it not improbable that, if this was to go to a new trial, the defendant might think it still wise not to examine Hore at all.

Mr. Baron PARKE.—If this was an ordinary case of ejectment, with a quiet uninterrupted possession in the defendant, I should have been disposed to accede to the application on payment of costs, although there is some suspicion attaches in this case to the materiality of Hore, and to the fact of his having been duly subpœned. It appears, although he lived at a distance of thirty-one miles from Launceston, so little care was taken to subpœna him that he had only one shilling given him for the subpœna, and twenty shillings for expenses; it is, therefore, extremely doubtful if they could have enforced his attendance at all. Much suspicion also arises, although Hore was subpœned and was present at the first trial, he was not present at the last. What are the facts that appear distinctly on both the former trials? Alderson entered possession, and endeavoured to raise ore in May, 1834; from that time to September, 1834, was unsuccessful; and then it appears in evidence, he abandoned the mine altogether, and all implements and materials were removed. Mr. Lewis, acting on behalf of the company, shortly after applied to the agent of Lord Falmouth for a take of this mine, which was granted to him in the spring of 1835, and shortly afterwards he succeeded in discovering a rich and valuable lode. What does the defendant do? Instead of bringing an action of ejectment, he endeavours to reap from him the first fruit of his successful industry, and comes on the place with from thirty to forty men and turned out all his (Lewis's men) by force.

Mr. Baron BOLLAND.—The question arises, whether or not the defendant is to be deprived of the benefit that he may think would accrue to himself from the conduct that he had shown in taking possession of this mine? I think that he is not in a situation to ask for the indulgence of the Court, but that he ought to be left to take any remedy that he may think fit.

The above extracts are but a portion of the judgment.

A PROPRIETOR expressed his astonishment that any man could be so lost to truth and justice as to write the letter in question, when, instead of four judges giving an opinion in his favour, there were but four present at the trial, and two of them were decidedly opposed to granting a new trial, but were led by precedent not to oppose their brothers on the bench.

Mr. Lewis being present, several questions were put to him by the shareholders present as to the prospects of the mine, to all of which his replies as to the nature of his intended proceedings, and his opinion of the mine, appeared to give satisfaction.

The CHAIRMAN then urged upon the meeting the necessity of co-operation, and raising funds for carrying on the works, and after some conversation resolutions were agreed to, for which see our advertising columns.

A majority of the shareholders present immediately put down their names for a proportion of the new shares.

A vote of thanks and renewed confidence in the chairman and trustees was then passed, and the meeting separated.

POLBREEN MINING COMPANY.

The yearly general meeting of the shareholders in this company was held at the offices, 2, St. Mildred's-court, on Wednesday, 7th inst., to receive the directors' report, and on general business.

Mr. STAINSBURY (in the absence of Mr. Palmer) in the chair.

The advertisement convening the meeting having been read, the report of the directors was submitted, which gave a very favourable statement of the present prospects of the mine.

We have not space this week to give an outline of the report or proceedings, but which shall not be lost sight of.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

The half-yearly general meeting of the shareholders of this association was held at the London Tavern, on Thursday, 9th inst.

JOSHUA WALKER, Esq., in the chair.

The report of the directors, and statement of the accounts to the 31st of December last, were read. From the report it appeared that the western ground had been the principal source of produce for some time past, and that the returns from that locality still continued favourable, the average of the last month's produce (January) being about 5½ lbs. per working day. The directors, however, regretted that three half-years should now have passed without a dividend, they being unable to declare one upon the present occasion.—An abstract of the report and accounts will appear in our next Number.

Thanks were voted to the directors, and the meeting broke up.

SOUTH-EASTERN RAILWAY COMPANY.

A half-yearly general meeting of the proprietary in this company was held at the offices, 10, Coleman-street, on Wednesday, the 8th inst.

T. Y. TYNDALE, Esq., in the chair.

The SECRETARY having read the advertisement convening the meeting, the common seal of the company was, with the consent of the meeting, affixed to the minutes of the meeting of the 30th November, 1838.

The directors' report was then read, which gave a detailed account of the progress of the works on the line; it stated that all the contracts entered into were being performed to the satisfaction of the directors; that since the last meeting more land on the line had been bought and paid for, and that they were in treaty for the remainder; that they had the satisfaction of stating to the meeting, that the matter between the Brighton Railway Company and themselves was brought to an amicable conclusion, which it was expected would materially add to the prosperity of both the companies. On the completion of the Brighton line, the directors of that line were bound to sell to the South-Eastern Company twelve miles of their line, and each company to have the privilege to pass the said line without being subject to any toll.

Messrs. Baxendale, Borrsdaile, and Mills, who retired from the direction by rotation, were again elected.

The CHAIRMAN said, that he had nothing to say which could add to the information contained in the report which they had just heard read. Some questions had been put as to the time when the South-Eastern Railway would be open to the public; and in answer to those questions, he could only assure the shareholders that it entirely rested with themselves. The directors had come before them with all candour and sincerity—their report was an unvarnished statement of facts. The works were proceeding with all regularity and dispatch; and having been connected with the company from its commencement, he was most happy to say that it was never in a more prosperous state, and that every thing at present in operation was tending to an advantageous result to the South-Eastern Railway Company.

The report was then adopted, and ordered to be printed.

A special general meeting was afterwards held, for the purpose of considering and approving the draft of a Bill now before Parliament for altering and diverting the line of the South-Eastern Railway Company, so as to connect the same with the London and Brighton Railway, and for amending the Acts relating to the South-Eastern Railway.

The draft bill having been approved of by the meeting, and thanks voted to the chairman and directors, the meeting broke up.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY.

The half-yearly general meeting of the proprietors of this undertaking was held at the King's Head Hotel, Cirencester, on Wednesday, the 1st inst. There was a numerous and respectable attendance of proprietors.

W. H. HYETT, Esq., in the chair.

The CHAIRMAN commenced the business of the day by reading the directors' report.

By the report it appeared that the contracts for the formation of the line from the Barnwood-road to the Gloucester depôt, and also for sinking the permanent shafts in the Sapperton tunnel had been let to responsible parties, and that the state of the works on the line between Cheltenham and Gloucester afforded every reason to conclude that they would be completed within the period specified, March, 1840. Every preparation is being made for proceeding with the erection of the depôts at Cheltenham and Gloucester, the directors of both companies having come to an agreement to have distinct depôts at both places, instead of joint ones, as originally contemplated, as tending to contribute to the facility and regularity of management in the traffic of both lines. Of the seventeen and a half miles between Cirencester and Swindon fifteen and a half have been contracted for, and the engineer of the company has no reason to doubt that this portion of the line will be completed by the periods fixed in the contracts, all of which expire in the latter end of 1840. These periods are all calculated so as to allow of the whole distance from Swindon to Cirencester being opened simultaneously, or as nearly so as possible, with the opening of the line of the Great Western Railway from London to Swindon. The directors also announced in their report the forfeiture of 919 shares, in the hands of parties who, it was ascertained, had not the means of payment, in addition to 531 shares, the forfeiture of which was confirmed at the last general meeting. Lest it should have an injurious effect upon the value of the stock of the company, if these shares were suddenly thrown upon the market, the directors had entered into an agreement with responsible parties to take and hold, for a period of twelve months, those shares, thus preventing them from passing into merely speculative hands. Three members of the board, Messrs. Hyett, Lewis, and Cripps, retired by ballot, but were eligible to be re-elected.

By the balance-sheet of the company, annexed to the report, it appeared that the receipts up to the 25th day of December, 1838, amounted to 91,156*l.* 14s. 11d., and the expenditure to 70,807*l.* 18s. 2d., leaving a balance at the disposal of the company at that date of 20,348*l.* 16s. 9d.

The report having been read, the CHAIRMAN addressed the meeting at some length, entering into a detail of the course which the directors of the company had pursued in the management of the undertaking. With respect to the depreciation in the value of the shares, he thought it might be very fairly and properly traced to circumstances over which they had no controul whatever, inasmuch as all similar undertakings were in a greater or less degree affected in like manner, however good they were in principle and however indisputably well managed in practice. In the course of his observations, the chairman dwelt more particularly upon two important points—first, that the calls had been made with proper prudence and caution, and that payment of those calls had been enforced with justice to all parties; and, secondly, that the works had not been carried on rashly or precipitately, and that nothing had been done but what was necessary should be done in order to carry out the objects of the undertaking and the wishes of the shareholders, as expressed at the various meetings of the company. In every matter connected with the interests of the proprietors, the directors had acted to the best of their judgment, and it would be for the meeting to approve of their conduct or not.

The chairman having concluded his observations, which were received with much approbation by the meeting, Mr. DAVID BOWLY rose to move the adoption of the report. As to the present value of shares in the market, he did not consider that that circumstance would have the smallest bearing upon their ultimate value when the line was completed. He saw no reason to be discouraged; on the contrary, it was well known that the

traffic which must pass along the railway had considerably increased over the original estimate, and which had then been ascertained as amply sufficient to make the line profitable.

The motion having been seconded, a discussion ensued as to the propriety of completing the railway between Gloucester and Cheltenham and between Swindon and Cirencester in the first instance, leaving the middle branch of the line for the present untouched.

Mr. Hyett and other members of the board of directors explained that until their next half-yearly meeting their exertions must necessarily be confined to this object, but that it would be most injudicious to give any pledge of the kind.

The feeling of the meeting was generally expressed in favour of the whole line, and Mr. Brunel then entered into some explanations as to the cost of the undertaking, which he had no reason to believe would exceed the revised estimates.—The report was put and agreed to unanimously.

A resolution, authorising the directors to transfer the forfeited shares to the subscribers who had offered to take them, was also passed.

The retiring directors were afterwards unanimously re-elected, and a vote of thanks having been carried with acclamation to the chairman and directors for their zealous and valuable services, the meeting separated.

NORTHERN AND CENTRAL BANK.

A meeting of the shareholders of this bank, convened by circular, was held at Manchester, on Wednesday, the 1st inst.

Mr. W. Haines in the chair.

After considerable discussion, the following resolutions, on the motion of Mr. Brooke, of Huddersfield, were carried :—

That, in the opinion of this meeting, it is essential to the interests of the shareholders, that a plan or scheme for future proceedings should be formed, with as little delay as possible, upon principles that would be creditable to the bank and to the town of Manchester.

That a committee be appointed for the purpose of carrying into effect the objects above mentioned, and any alteration in the deed of settlement which those objects and the past experience and present position of the bank may require or render expedient, and do communicate the result, when matured, to the present board of directors, in order that the same may be submitted to an extraordinary general meeting of shareholders to be called for the purpose, according to the provisions of the deed of settlement.

That the directors be respectfully requested to allow the committee hereby appointed the use of a room in the offices of the bank, for the purpose of holding their meetings and prosecuting their inquiries, and to afford to such committee all the information and facility in their power for enabling them to carry out fully the objects of their appointment; and the committee are hereby empowered to call in the aid of such legal and other advice and assistance as they may deem necessary.

The committee proposed by Mr. Brooke were Messrs. W. S. Stell, William Haines, and John Hunt, of Manchester; Mr. Alexander Ogilvie, of Mere; John Haigh, of Huddersfield; and William Eckersley, of St. Helen's.

BIRMINGHAM PLATE GLASS COMPANY.

An adjourned general meeting of the above company was held at Dee's Royal Hotel, on Wednesday, the 24th ult., for the purpose of filling up the vacancies which had occurred in the board of direction.

J. Gibbins, Esq., in the chair.

After the minutes of the previous meeting had been read, a discussion ensued as to the mode in which the election of directors should take place, when it was finally agreed, that it should be competent to any shareholder present, to nominate whom he pleased for that purpose (provided the party was duly qualified for the office), the names proposed to be taken down, and the list so framed, to be marked by the proprietors present. This was accordingly done, and the five names having the greatest number of marks placed opposite to them, were announced to the meeting, and their election forthwith confirmed. In the course of the proceedings, a vote of thanks to Mr. Berkeley, the talented and indefatigable manager of the company, was proposed by George Bacchus, Esq., and seconded by Gervase Wheeler, Esq., of London, both speakers launching out in terms of high and well-merited eulogium, not only of the judicious and admirable manner in which the company's works had been completed under his superintendence, but also of the very superior quality of the glass which he had produced, and which might vie in perfection and beauty with that of any other establishment in Europe. It scarcely need be added that the motion was unanimously carried with every demonstration of applause, and was acknowledged by the manager in an able speech, in which he expressed the fullest confidence in the future and increasing prosperity of the concern.

SHEFFIELD CANAL COMPANY.

At the annual meeting of proprietors held at the Town Hall, Sheffield, on Thursday week,

The Master Cutler in the chair,

A fourteenth dividend was declared of 5½ per cent. From the report, which was read, approved, and ordered to be printed, it appeared the gross proceeds of the year terminating April the 30th, amounted to 9376*l.* 11s. 5d. The dividend would be 3872*l.* upon the subscribed capital of 70,400*l.* It was officially communicated that a Bill in Chancery had been filed against the Sheffield and Rotherham Railway Company, requiring them to invest such an amount as would produce the clear annual sum of 100*l.* towards the support of the Attercliffe road; which, according to Act of Parliament, now entirely falls upon the canal proprietors.

NEWPORT DOCK COMPANY.

A general half-yearly meeting of this company was held at the company's new offices, at the Dock, Newport, on Thursday, the 2d inst.

Richard Blakemore, Esq., in the chair.

The minutes of the last general meeting, and also those of the committee being read and confirmed, the report of Mr. Green, the engineer, on the state and progress of the works, was read to the meeting. It was ordered that the report be received and entered on the minutes. A statement of the finances of the company was then submitted to the meeting. The following gentlemen were appointed on the committee for the ensuing year:—R. Blakemore, Esq., M.P.; Sir Digby Mackworth Bart.; Samuel Homfray, Esq.; John Jenkins, Esq.; Summers Harford, Esq.; Thomas Prothero, Esq.; Thomas Powell, Esq.; and Joseph Latch, Esq. The following are the *ex officio* members of the committee:—Philip Jones, Esq.; Joseph Beaumont, Esq.; and Thomas Cooke, Esq. After some conversation, it was determined to apply to Parliament for power to raise 50,000*l.*, for the completion of the work.—The thanks of the meeting were then unanimously given to the chairman, for his conduct in the chair this day, and for the zeal and attention he has at all times manifested for the success of the undertaking.

ANGLO-SPANISH RAILROAD.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—As in your notice of the Anglo-Spanish Railroad Company last week, you express an idea that "it may be somewhat perilous in the present state of the Peninsula," I think it but fair that you should, in a similar notice this week, state that it is on the coast, not much more than sixty miles from Gibraltar, and at least 600 or 700 miles from the provinces in which the war is at present being carried on; and that there is not the most remote probability of anything occurring in that district to disturb, even for a moment, the affairs of the railroad. Had not this been the case, it would not have found Spanish shareholders, while, on the contrary, all the shares the directors wished to place there were immediately subscribed for. I remain, Sir, yours, &c., X.

[We gladly insert the letter of our correspondent, anxious at all times to correct an error into which we may have fallen. We shall be happy to receive further particulars, which shall meet with attention.—Ed. M. J.]

METEOROLOGICAL JOURNAL, 1839.

Mo.	Thermometer	Barometer	Mo.	Thermometer	Barometer
Thursd. 2 from 42 to 71	29.30 to 29.30	Monday 6	44 .. 65	29.82 .. 29.84
Friday.. 3 .... 41 .. 67	29.30 .. 29.40	Tuesday 7	41 .. 65	29.87 .. 29.95
Saturd. 4 .... 40 .. 61	29.80 .. 29.65	Wednes. 8	40 .. 72	29.95 .. 29.82
Sunday 5 .... 31 .. 68	29.65 .. 29.72			

Prevailing wind, N.E.

Except the 2d, and evening of the 8th, generally clear. From about half-past seven in the evening of the 8th till about midnight a terrific thunder storm, accompanied by the most vivid lightning and heavy rain. From midnight till about two on the morning of the 9th distant thunder and lightning. Thunder also on the afternoon of the 2d.

Rain fallen, 3.125 of an inch.

Edmonton. Charles Henry Adams.

A Lead Mine has recently been opened in Glusburn Moor, in the vicinity of the village of Cononley, near Keighley. The ores of lead have long been known to exist in this neighbourhood. His Grace the Duke of Devonshire we understand is prosecuting the works.

MINING CORRESPONDENCE.

ENGLISH MINES.

QUEEN'S MINING COMPANY.

April 24.—Respecting the operations going on here, I have but little to report, having only one party of three men employed underground, and three or four others dressing the tin leavings, &c., at stamps. The men, however, working below are sinking in the bottom of the ten fathom level, on a north lode, which we find to be promising, and producing some rich tin. The water is now going back rapidly, and is down within two fathoms of our former deepest workings. I hope, in a fortnight or three weeks to resume operations at the fourteen fathom level, on the tin ground. We shall sell next Saturday a parcel of black tin. R. Rowe.

ROSE DOWN MINING COMPANY.

April 25.—In the deep adit driving south, during the last three fathoms, the ground has proved harder than usual. We have just passed through a small tin lode, which is composed of capel, spar, and a small portion of tin. At the shallow adit we are going through (in the cross-cut) a favourable strata of ground, and expect, in a short distance, to cut a lode, which we noticed has been worked by the old men, near the surface. At this level driving west, on the Shelstone lode, it is now about from eight inches to a foot wide, and is good saving work. In about three weeks we expect to complete the erection of our new six-head stamps. R. Rowe.

TINCROFT MINING COMPANY.

April 24.—I beg to hand you a short report of the state and prospects of this mine. The lode in the 142 west has still a good appearance for tin, with some grey copper ore; this and the east end, same level, have a very promising appearance. Since my last I have set a pitch in the back of the east level at 8s. tribute (four men). We are still rising good work for tin and copper ore from the 132 end west, and from the pitch in the bottom of the same level, working at 6s. 8d. tribute: this part of the mine wears a very promising aspect. I purpose to commence sinking the engine-shaft under the 142 next month. I hope this will meet your wishes. The 120 east and west has much the same appearance as for some time past. The 110 end and stope in the back of it, are yielding very good work both for copper ore and tin stuff. The ninety end is suspended for a short time, and the men set to rise in the back of the level against a winze sinking from the eighty-one; the lode in the rise is large, and producing saving work for copper and tin. The eighty-one and fifty-eight ends are yielding excellent work for tin, with some copper ore. Our pitches, both for tin and copper, are looking as well as I have seen them for some time, and I am glad to say our prospects are equally as good as for some time past.

May 1.—I beg to say that no particular alteration has taken place in either the 142, 132, or 120 fathom levels since my last. The 110 east has rather improved for tin, and the stopes in the back of the same level for copper. The rise in the back of the ninety is yielding some tin and copper, and kindly. The eighty-one end is producing excellent work for tin, with some copper ore; the pitch also in the bottom of this level, working at 5s. tribute, is looking well both for tin and copper. We have commenced driving west on the lode we recently cut into, by driving north at the seventy-two, where, I am glad to say, we have a very promising lode both for tin and copper—very similar to that in the fifty-eight, immediately over. We shall soon sink a rise to communicate from the seventy-two to the latter level, by doing which I fully expect to develope a valuable piece of ground. Our pitches, both for tin and copper, continue to yield fair quality work. I expect we shall have about the same quantity of tin this month as last, and I hope rather more of copper ore. William Paul.

UNITED HILLS MINING COMPANY.

May 4.—In the twenty-five fathom level west of old diagonal-shaft the lode is about two feet wide, with some good ore. In the adit end east, of engine-shaft, the lode is two feet wide, with good ore. In the ten fathom level east of ditto the lode is eighteen inches wide, of a fair quality. In the twenty fathom level east of ditto the lode is two feet wide, with a branch of ore six inches, very good. In the twenty-seven fathom level east of counting-house shaft the lode is one foot wide, coarse in quality. In the winze, bottom of thirty fathom level east of Williams' shaft, the lode is two feet wide, very good ore. In the winze, bottom of thirty fathom level west of diagonal shaft, the lode is four feet wide, ore throughout. In the thirty-six fathom level east of Turton's shaft the lode is three feet wide, producing ore not quite as good as when last reported. In the thirty-six fathom level west of ditto the lode is from three to four feet wide, ore throughout, but not rich. In the forty fathom level east of Williams' shaft the lode is 2ft. 6in. wide, improved since last reported. In the forty fathom level west of ditto the lode is five feet wide—eighteen inches good ore. In the winze in the forty fathom level east of old diagonal-shaft, ditto ditto. In Williams' shaft sinking the lode is six feet wide, producing some good ore. C. Penrose.

HOLMBUSH MINING COMPANY.

May 6.—In the eighty fathom level west of engine-shaft the lode is six inches wide, intermixed throughout with ore, worth one ton per fathom; the present end is not far from the point at which it is expected to join the branch now pursued, and the one to the north, the ground on which such expectation is entertained, being a similar run and inclination, which, when taken place, it is expected will assume a more favourable appearance—the country about the lode in the end being intermixed with ore, which promises so to realise it. In the seventy fathom level above the lode is composed of two branches, about 18 in. wide, of excellent ore, worth about four tons per fathom, valued at 1*l.* per ton, equal to 30*l.* per fathom. It is expected that the ore ground gone through in the upper levels, forty, fifty, and sixty, is yet to be met with further west, the dip appearing greater than was at first calculated on. In the back of this level there are two pitches working at 3s. 6d. and 4s. 3d., which are proving the south branch not far enough west yet to take the lode at the junction, though productive of uniform quality in width, about eight inches composed of good proving work, and from appearances all along to the back for about twenty-five fathoms promise of a similar quality throughout, of about two tons per fathom—about 18*l.* per fathom. In the sixty fathom level the lode is sixteen inches wide, of ore, mixed with mundic and spar, of about two tons per fathom, promising increased productiveness; has been good for some time, though fallen off in the last three or four fathoms, so as not to be worth more at present than two tons, at 16*l.* per fathom. The stopes at the back very productive; lode two feet wide, worth from five to six tons per fathom, excellent ore, promising equally as good both east and west for a distance of thirty fathoms. The pitch at the back looking tolerably well.

In the 150 fathom level no regular lode for the last week, owing to the cross-course across the end, but on to the point of intersection the lode proved productive up in the back and down in the bottom, of good quality, worth about two tons per fathom; about the cross-course the lode promises again productiveness, when making a more settled channel of ground. Stopes looking improved, worth about four tons per fathom; and the ground east and west, for thirty fathoms on to the present end, is sure to prove productive, and worth three and a half tons per fathom for forty fathoms in length. There is one tolerably productive pitch working in the back of this level, by four men, at 6s. 6d. in the pound, the returns of which will prove considerable. In the forty fathom level the lode is comparatively poor; the stopes are looking very good, although the lode is not looking quite so large, being now about twenty inches wide, and worth from five to six tons of good ore per fathom; and it will be somewhat more satisfactory to know that the average quality of the lode in this level gone through (twenty-five fathoms) may be reckoned to be worth nearly four tons per fathom. In the seventy fathom level, on the Flapjack lode, no alteration, ground favourable for driving, and kindly. The tutwork and tribute ground on the whole is favourable, and is now being brought into a regular course of working, the returns of which promising to be permanently profitable. J. H. Hitchens

CORNUBIAN MINE.

Chiverton, May 7.—There is very little alteration in our forty fathom level east or west since last report, as there has been but a small quantity of work done in each of these levels, the men being employed in fixing the cistern and getting the engine-shaft in course for sinking. Our thirty-two fathom level east, on south lode, we have a good lode in this level; it looks promising to continue for some time to come. The same level west, on Chiverton lode, looks well. The sixteen fathom level west, on Chiverton lode, is poor. We weighed the parcel of lead yesterday for Dr. Somers.

	Tons.	cwt.	qr.	lb.
Gross weight.....	98	0	0	0
Water.....	1	7	1	0
	96	13	3	0 dry weight

We have now dressed, 15 tons; undressed, 45 tons; broken underground, 6 tons.—Total, 66 tons. J. Borlase.

GREAT WHEAL CHARLOTTE MINING COMPANY.

May 1.—The engine-shaft has been sunk eight fathoms under the sixty-two fathom level; there has been some hindrance to progress of this work during the past month, occasioned by the stoppage of the engine while some repairs were made in the boilers and other parts of the machinery; but as it is now all in good course of working, and the ground in the bottom of the shaft continues very favourable, I have no doubt that we shall reach the proper depth to drive the next level by the middle of June. The sixty-two fathom level west continues to look well; the lode in it is about five feet big, containing a leader of ore one and half foot big, and the rest of the lode is ceny; taken altogether, it would turn out five tons of ore, worth 4*l.* per ton per fathom. In the forty-two fathom level, west of Midwinter's shaft, it is proved that the lode is to the south of the present end, and the men are now driving south, and will probably cut it in ten days or a fortnight. The ground at this point is good soft killas, and is apparently quite clear of the slides; there is a good chance of the lode proving productive in it. The thirty-two fathom level, west of Midwinter's, is now in a good channel of ground, and the lode in it is nearly three feet big, and is very kindly, though not producing much ore. The twenty-five fathom level, west of the rise over the last-named level, has passed through the bunch of ore noticed in the last report, and is now poor, but as the ground continues favourable, and the appearances of the lode are promising, we may hope that it will soon improve again. The thirty-two, east of Moyle's shaft, continues as when last described. The amount receivable for the 171 tons of ore sold on Thursday last, will be about 565*l.*

ENGLISH MINING COMPANY.

Great St. George, May 7.—In the tribute report for St. George you will find eight new pitches, varying from 4s. to 12s. in the 1*l.* With one or two pleasing exceptions, the old tributes are on the rise; we have, nevertheless, the goodly number of thirty-four pitches working, at from 2s. 6d., 3s., and 4s., to 10s. in 1*l.* The sampling on Tuesday next, at St. George, will, we we hope, pretty much exceed 600 tons. H. Humphreys.

REDMOOR CONSOLIDATED MINING COMPANY.

May 6.—The sumpmen previous to their sinking the Flat-rod engine-shaft below the seventy fathom level, have a portion of ground to cut, peat-house to fix, &c., which will occupy them the greater part of this week. In the north end, at the seventy fathom level, the lode is about eight inches big, saving work for silver lead ores: going south at this level the lode is from four to six inches in width, producing some good work. In the north end, at the sixty fathom level, no lode has been broken down since last reported. Johnson's whim-shaft is sunk three fathoms two feet below the sixty-fathom level, lode about six inches big, good work for lead ores. In the forty fathom level south the lode is from six to eight inches in width, yielding some good work for silver lead. At the north mine no change of importance has taken place during the past week, the ground continues favourable for driving; all other operations are much as usual. Samuel Harpur.

TAMAR SILVER LEAD MINING COMPANY.

May 6.—We are desuing the lode, both in the north end at the 145 fathom level, and in the winze sinking under the 135 fathom level. Going south at the 105 fathom level we have a large lode, yielding some good orey work. The lode in the ninety-five fathom level going south is at present unproductive, but we expect shortly to report an improvement. In the 85 fathom level going south we have a rich lode, about three feet wide, producing good and saving work. At the 75 fathom level going south the lode is two feet wide, producing orey work. The parcel of silver lead ores (computed fifty-four tons) was sold on Wednesday last to Messrs. R. and W. Michell at 11*l.* 11s. 6d. per twenty-one cwt. dry ore. Mark James.

TRELEIGH CONSOLS MINING COMPANY.

May 4.—We have no alteration worth noticing since my letter of last week. W. Sincock.

ST. HILARY MINING COMPANY.

May 4.—In the engine-shaft the lode is two feet wide, with stones of ore. In the seventy fathom level west there is no alteration. In the rise, back of the said level, east of engine-shaft, the lode is eighteen inches wide, with stones of ore. In the sixty fathom level, east of engine shaft cross-cut south, the ground is good, but have not cut the lode. In the winze, bottom of said level, west of engine-shaft, the men have been employed this week cutting the winze plat, &c., and preparing to sink. The tributers are doing well. C. H. Richards.

GWINEAR MINING COMPANY.

May 4.—Black tin sold: 1 ton 17 cwt. 1 qr. 11 lbs., at 51*l.* 10s. per ton—96*l.* 3s. 6d.; ditto, 5 cwt. 3 qrs. 14 lb., at 43*l.*—12*l.* 12s. 6d.—Total, 108*l.* 16s. In the thirty fathom level east there is no alteration. In the twenty fathom level east the lode is eighteen inches wide, and much improved. In the twenty fathom level west the lode is small, with stones of tin. In the ten fathom level east there is no alteration. The pitches are looking well. C. H. Richards.

EAST MULBERRY HILLS MINING COMPANY.

Lanivet, near Bodmin, May 7.—Since my last report we have returned nearly four tons of tin, and this week we hope to sample about seven tons, besides selling private next week two tons more. In consequence of the heavy floods we had the beginning of last month, it has been much against us, the water being in at the twenty-four fathom level all the month, which has hindered us full a ton of tin; but it is now out, and not likely we shall be troubled any more with it, as we shall now clear the shaft to the deep adit. We have now four pitches at the sixteen fathom level, four men in one—raised a ton of tin last month, and would have had half a ton more, had it continued so well as at survey day; but the backs being worked so near the surface, cannot expect to last much longer; but it is with great pleasure that I state, although declining upwards, it is improving in depth. We have a very good branch of tin in the bottom of the sixteen fathom level, Unsworth shaft. I sampled work this last week as it was raised, and it made 25 cwt. of tin to 100 sacks. There is also a good branch of tin under at the twenty-four fathom level east. I have set a winze to sink from the sixteen to the twenty-four fathom level, which I hope will be accomplished this month, when we shall have two new pitches to set in this lode. We have set a new pitch at the twenty-four fathom level (Beale's shaft) at 10s. in the pound—the men are making wages. The level west, at the twenty-four deep adit shaft, is much improved, and the levels east of this shaft, both at sixteen and twenty-four, are promising, but not rich. We have driven east far enough to set a pitch, in which four men, last month, raised 11½ cwt. of tin, and I think they will have more this. We shall in a month clear the deep adit shaft to the bottom, when we shall immediately be able to put men to work on the lodes. We are thinking of cross-cutting between the twenty-four and the forty-two fathom levels, and after which we shall be able to employ twice the number of men we now have, and I hope raise more than twice the quantity of tin. W. Hooper.

FOREIGN MINES.

ZACATECAS MINING COMPANY.

Fresnillo, Feb. 13.—*Valenciana.*—My attention has been called, within the last three days, to a point on the Valenciana lode itself. Here want of room will not allow me to employ more than two paradas (one by day the other by night), and our progress, therefore, will necessarily be very slow, but by next packet I shall, without a doubt, be able to state the result. The character of all the lodes that cross the plain, excluding Santa Teresa and Leona, seems to be, that the ores in the parts near the surface occur generally in bunches of more or less extent. This has constantly been the case in the Valenciana and Trinidad mine, as well as in many neighbouring ones that have been worked to an inconsiderable depth only, and therefore it is highly probable that the ores now in view will after all prove a bola only: an encouraging symptom is, that the trifling quantity we have broken as yet, at the spot alluded to, contains a great deal of green silver, whereas, up to this moment, not a particle of that species of metal has been met with in the Valenciana ores. In the Trinidad I have continued the operations on a small scale. In a new pozo, called Del Ermitano, at the extremity of the San Francisco level, we have occasionally met with some very fine ores, containing also much green silver. Want of ventilation will compel me to abandon all the workings, except in the said pozo, which, if the air will permit, I intend to carry on until we meet the water. The ores have hitherto occurred only in bolas. This also is an interesting point, and ought not easily to be given up. No map exists of this mine, which appears from late investigations to be very worthy of attention.

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, Feb. 20.—The estimate of costs and returns for March, 1839, shows a deficiency of $10,000. There appears no material alteration, though more favourable than a few weeks ago. La Cruz level west has been looking kindly for some time past, producing lately some very good ore; and as it is a point where we had snoe in the levels immediately above, hope it may be a new shoot. We are making great progress in several of our deep levels westward, and look with much interest to their getting under the Santa Agueda and San Francisco old bottoms, to which they are fast approaching. In the mean time we are going on favourably in clearing the adit over these bottoms, which are full of water. On reaching San Francisco shaft we shall probably be able to prevent the water going into them, by conveying it back to the adit level, which we cannot do at present, as it goes down at a point to the west, and in advance of our works. The reduction of the ley of the ores greatly affects our results, as a given quantity of ore which some time since would have given a handsome profit, will now scarcely meet the costs—still I do not despair, we have many resources—an advantage resulting from our extended operations. If any thing should hinder our reaching the main bottom of San Francisco and San Ramon so soon as we might expect, we can, in case of need, obtain help from Acosta and Moran, and also from Santa Ynez, the bottoms of which have been suspended, on account of water, since about 1829, but are now being drained by a level which we have been driving from San Vicente. I should observe, that these bottoms formerly produced ores of a pretty good ley and easy beneficio, as well as a small portion of smelting ores. The trials of the vein which I ordered at San Onofre are proceeding regularly. In driving eastward the vein shows a favourable appearance, but, as I mentioned before, the ores are not found to go below the level. In driving west the vein also looks kindly, but they do not find in either place so much native quicksilver as was met with at first; samples of the ores are now on the way here, which I am anxious to get assayed. I have engaged the services of Mr. Canel, a Frenchman, to superintend the execution of our proposed works for the extraction of quicksilver, who has lately erected furnaces in the department of San Luis Potosi, which are found to answer very well; they are now in operation, but best ores do not produce 1 per cent.—his furnaces are the same in principle.

BOLANOS MINING COMPANY.

Bolanos, Jan. 29.—The mines of San Clemente have given us some trouble during the month, in consequence of an increase of water, which has obliged us to employ from twenty to twenty-four men to drain the bottoms. It is very probable the water increased in consequence of another slide, which has again heaved the vein of San Clemente to the north, and it is to be expected that it will decrease in proportion as the ground is drained. In San Nicolas we have felt the same inconvenience, but the ores from both mines have continued the same in quantity, and of a better ley than we had in the previous month. The small vein upon which we have been working in Malanoche continues very variable, although, in these last few days, it was considered to have improved. This report may be considered to be at variance with the one of Mr. Wuepeke, who judges of the state of the mine in reference to the laborers, which were good formerly, and now have failed; while I judge from the general results, the produce of the mines for instance, has not decreased in value, and some of the labores have improved of late; it is from these circumstances that I come to the conclusion, that the mine in December was as good as in November. From Captain Rule's report you will gather that many of the repairs of timber work, &c., have been finished, and that our principal work, Taylor's cross-cut, went on very well during the past month. I am now in hopes that it will cut the vein by the time mentioned in Captain Rule's report, and that the water from the upper part in the vein will come through it before that time. Since Captain Rule's report was written, the new lift in San José has been fixed, and the water in Barranco has been lowered very nearly to the bottoms. I find that Captain Rule mentions the average assay of the ores to be eighteen ounces per carga, but I must explain that these assays are taken from small parcels of ore, and, therefore, different from those taken from the stamps; another circumstance is, that all ores raised from the labores above Santo Tomas are more difficult to beneficiate, and, therefore, the difference of ley between the assay and the patio is greater. The hacienda report for December will give an evident proof of my assertion; and as we are likely to raise a considerable quantity of ores, both from Barranco and other places, all equally difficult to beneficiate, I intend to bring another azaguero, in order to ascertain whether there is any means of discovering the proper way of amalgamating them. The building of the smelting works is going on well, but still not so fast as it would be desirable, owing to the want of masons, which at present are not to be found any where. The crushing mill, or rather mills, since I find that two of them have been sent, are now safe in Bolanos, and every exertion will be made to put them up as soon as possible.

RESOURCES OF MINING.

The following estimate has been made upon accurate calculation, which shows the value and produce of a coal mine where that useful mineral is found:—

The new Talacre Coal and Iron Mining Company, lately formed in London, and now selling their shares in Dublin, have purchased a tract of land in Flintshire, on the northern coast of Wales, comprising a surface of 2000 acres, and situated on the sea coast, which has been found to contain vast seams of coal and veins of iron, limestone, fire-clay, &c., native seams are now working up, and the coal actually on trial at the Dublin market to satisfy the shareholders. These coal seams are found to lie at the following depths from the surface, and thickness in the bed, viz.:—First seam lies fifteen yards from the soil, and is four feet thick, which extending over a superficies of 1000 acres (for we shall suppose the remaining 1000 acres to contain productions of iron), measures 174,240,000 solid feet of coal—each solid foot is found by a table of specific gravities to weigh 1250 oz., consequently the first seam contains 6,077,000 tons of coal. The second seam is situated seventy-four yards from the surface, and six feet thick, therefore measures 261,360,000 solid feet, and weighs 9,115,500 tons. The third and last seam lies 105 yards from the surface, and is ascertained to be fifteen feet thick, therefore measures 653,400,000 solid feet, weighing by the same data 22,788,750 tons of coal. The entire three seams of coal under these 1000 acres will, consequently, be found to measure 1089 millions of solid feet, and weigh 37,981,250 tons of coal; to which if we should add 500 acres more thus may be taken from the sea, would give a produce of nearly sixty millions of tons of coal, and sufficient to supply the entire city of Dublin and its vicinities for 200 years to come, at a consumption of 300,000 tons annually

Suppose we now estimate profits on this production, 60,000,000 tons of coal, at 2s. per ton (being little more than half the real profit), gives 6,000,000*l.* realized from 1000 acres of land, and might be effected in twenty years, by an extension of labour and capital.

The production of iron being inexhaustible must be exhibited yearly; it appears that 8000 tons of pig-iron may be manufactured, and re-manufactured into bar-iron, and castings at various profits; take the lowest profits of pig-iron, and at the highest expenses, viz.:—8000 tons of iron may be made upon a capital of 20,000*l.* (*see* the estimate of the mining engineer), or 40,000 tons, on a capital of 100,000*l.*, which value, at 30s. per ton (less than half the real profit), shows a return of 60,000*l.* net profit on a capital of 100,000*l.*

With such natural advantages now before us, and peculiar to our country—unless war and ambition blast the progress of civilisation and the arts—the British islands bid fair to outstrip all the nations of the earth in wealth, knowledge, and happiness.—*Dublin Evening Packet.*

[We give insertion to the above, as one of the absurd and extravagant puffs to which, we regret to say, some of our contemporaries occasionally and thoughtlessly lend themselves. We appreciate the good feelings which actuated the editor of the *Dublin Evening Packet*, but we regret his want of knowledge of the subject on which the article treats.—Ed. M. J.]

LIST OF NEW PATENTS FOR APRIL.

[By Newton and Berry, Chancery-lane, London, and Manchester.]

Lot Faulkner, Cheadle, Chester, calico printer, for certain improvements in the mode of working pumps and valves, and which improvements are also applicable to fire engines, and other similar apparatus.

Joseph Gillot, Birmingham, steel pen-maker, and Thomas Walker, of the same place, machinist, for improvements in engines and in carriages to be worked by steam or other motive power.

David Stead, Great Winchester-street, London, for an improved mode or method of making or paving public streets and highways, and public and private roads, paths, courts, and bridges, with timber or wooden blocks.

John Miller, Bolton, Lancaster, machine maker, for an improved drilling machine.

David Napier, Millwall, engineer, for improvements in iron steam-boats.

Elijah Galloway, Water-lane, Tower-street, London, engineer, for improvements in steam-engines.

Antonio Movillon, Dorset-place, Dorset-square, London, gentleman, for improvements in machinery for propelling ships' boats, and other vessels on water, designed to supersede the use of paddle-wheels.

George Holworthy Palmer, Surrey-square, Old Kent-road, civil engineer, for improvements in paddle-wheels, for propelling ships' boats, and other vessels navigated by steam or other motive power.

William and James Edmondson, both of Manchester, engineers, for certain improvements in the machinery or apparatus for the manufacture of wood screws and screw bolts.

Job Cutler, Lady-pool-lane, Aston Juxta, Birmingham, gentleman, for an improved method or methods of constructing chains for suspension bridges, cables, mining, and other purposes; and for an improved method or methods of making the bars, links, and bolts thereof.

Hugh Lee Pattinson, Benshaw, Durham, gentleman, and William Septimus Losh, Walker, Northumberland, gentleman, for improvements, in reducing metallic ores.

Josiah Marshall Heath, Allen-terrace, Kensington, gentleman, for certain improvements in the manufacture of iron and steel.

José Francisco Carlos d'Arteau, Haymarket, London, gentleman, for improvements in machinery for transmitting power, whereby the effect of such power is increased without loss of speed.

James Nasmyth, Patricroft, near Manchester, engineer, for improvements applicable to the bearings or journals of locomotive and other steam-engines, which improvements are also applicable to the bearings or journals of machinery in general.

Charles Adolphe Roederer, Wellington-street, City-road, London, for an improved method or process of manufacturing or preparing the chemical salts called acetates.

Thomas Parkin, New Bridge-street, Blackfriars, London, for improvements in railroad and other carriages, in wheels for such carriages, and in roads and ways on which they are to travel.

COLLIERY EXPLOSION.—FOUR LIVES LOST.—One of those dreadful accidents so common in mining district occurred at an ironstone pit, near the Donnington-wood Furnaces, about two miles from Wellington, about five o'clock on Thursday week. The attention of the persons on the surface was first aroused by a loud rumbling noise, which was almost immediately followed by a sound resembling the discharge of fireworks, and a discharge of smoke, accompanied with stones and rubbish from the mouth of the pit. These appearances too clearly indicated that an explosion of fire-damp had taken place at the bottom of the shaft, where it was ascertained there were four men at work viz. Gabriel and Barzilla Pickering (two brothers), James Dawes, and John Ball. The engine was immediately set to work, and what is commonly called "the draught," an apparatus something like a scale, supported at the four corners by chains, was drawn up, and with it the dead body of Gabriel Pickering, by one leg hanging to it, which was covered by an immense quantity of rubbish, and the rest of the body suspended over the side. His face and head were shockingly cut, and bled profusely, but there were no signs of life remaining. Two men bravely volunteered to go down and ascertain the fate of the other three, but on proceeding about twenty yards, owing to the great accumulation of sulphuretted and carburetted hydrogen gas in the shaft, they were obliged to be pulled up. As it was evident after the trial that all below must have already perished from suffocation, even if they had escaped from being blown to atoms by the explosion, recourse was had to large quantities of water which was procured from the canal, and emptied into the pit, to condense and disperse the foul air. After the lapse of an hour and a half two men again descended, with Sir H. Davy's safety lamps in their hands, and at length succeeded in bringing up the dead bodies of the other sufferers, in a sadly mutilated condition. It would be idle to attempt to describe the scene of action which presented itself at the mouth when the disfigured remnants of the miners were exposed to the assembled thousands, or to depict the gloom which the catastrophe has caused in the neighbourhood of Donnington. The two Pickerings have left large families, and Ball, though a single man, was the support of an aged mother, whose husband was killed a few years ago at a coal-pit. The Pickerings and Ball were charter-masters, and they were all honest and industrious men, and greatly esteemed and respected in the neighbourhood. It is supposed that as the entrance to the mine is not quite at the bottom of the shaft, the fire-damp must have accumulated underneath the platform on which the men were standing, waiting to be drawn up, and exploded by the light.

PROSPERITY OF THE IRON WORKS.—We understand that on the last pay-day at Tredegar and Sirhowy Iron Works, a larger sum of money was paid in wages than on any former occasion.

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	11&12	1&2		11&12	1&2
Common iron, per cwt.	10s 0d	10s 6d	Ditto machine	13s 0d	13s 0
Half-inch square ditto	11 0	11 0	Iron-wire ditto	2 0	3 0
Best tough whim chain	30 0	30 0	Iron-wire work, per foot	6	4 6
Boiler plates	16 0	15 6	Board nails, per cwt.	19 6	19 6
Hoop iron	14 0	14 6	Half-board ditto, per 1000	5 0	5 0
Nail rods	12 0	12 0	Hatch ditto	2 6	3 6
Miners' shovels	32 0	32 0	Half-hatch ditto	2 8	2 6
Charcoal iron	15 0	16 0	Linseed oil, per gallon	3 4	3 0
Gunpowder, per 100 lbs.	38 0	38–40s	Rape ditto	3 9	4 0
Leather, per lb.	2 0	2 0	Birch, per foot	1 7	1 7
Coals, per ton, at quay	14 6	14 6	Pine, ditto	1 6	1 6
Candles, per dozen lbs.	6 6	6 6	Sheet lead, per cwt.	24 0	24 0
Tallow, per cwt.	57–60s	50 6	Barrow bends	11 0	11 6
Ropes	40 0	48 0	H 2 steel (112 lbs.)	32 0	32 0
Flat ropes	42 0	50 0	2s. nails	19 0	19 6
Hemp	0 4½	0 5½	Pick hilts	1 6	1 6
White yarn, per lb.	0 5½	0 6	Shovel hilts	1 0	1 0
White rope	0 5½	0 6	White ground lead	32 0	32 0
Brass-wire sieves, each	4 4	4 4	Red lead	30 6	30 6
			Best rolled iron	11 0	15 0

*** The figures at the top of the columns refer to months—as 1 Jan., 2 Feb., &c.

SALE OF COPPER ORES AT SWANSEA,

Sampled April 16, and sold at Swansea, May 8.

Mines	Tons	Produce	Stand	Price	Mines	Tons	Produce	Stand	Price
Copiapo	100	25¾	91½	21 6	Llandidno	65	6¾	107½	5 5 6
ditto	80	25¼	94	21 9	Ballymurtagh	105	4½	118	5 10 0
ditto	71	23	93½	19 5 6	ditto	80	42	117	3 6 0
ditto	63	24½	94	20 11 6	Tigrony	50	6¾	106½	5 1 0
Cobre	76	15½	95½	12 5 0	Cronebane	42	7½	105½	5 13 6
ditto	60	14½	96½	11 15 0	Crown	70	12	103½	1 2 6
ditto	53	24½	92½	20 6 6	Drws-y-coed	44	7	108½	5 7 0
ditto	110	30	91	25 0 6	ditto	20	10	101½	7 18 0
ditto	2	87½	88½	30 11 6	Llanberris	42	6¼	111½	4 14 0
Chili	70	18	94½	14 15 6	ditto	11	6¼	109½	4 12 0
ditto	55	22¾	92½	18 14 6	Ballygahan	51	4	122	2 12 6
ditto	44	40	88½	33 5 6	Lackamore	43	11¾	96½	9 6 6
ditto	78	38¾	89½	32 9 6	Hulme Slag	12	2¼	130	0 16 6
ditto	12	64	87	53 7 0	ditto	12	3	118	1 5 0
ditto	5	72½	86½	60 7 0	ditto	11	6	101¾	5 17 0
Cuba	80	21½	93½	17 16 6	Simnea Dyl.	30	8¾	102½	6 14 6
ditto	86	21½	92½	17 14 0	Sygun	30	5½	128½	2 5 0
ditto	51	14½	97	11 16 6	Dolgelly	22	5¼	111	4 2 6
Knockmah	101	10½	100½	8 6 6	Consorve	79	2½	151½	1 5 6
ditto	57	8¾	104½	6 9 6	ditto	23	4½	116½	3 0 0
ditto	43	11½	98½	9 4 6	ditto	9	2¼	155½	1 13 0
Llanditno	103	12½	100½	11 1 6					

TOTAL PRODUCE.

Copiapo	314	£6512	13 6	Drws-y-coed	64	£393	8 0
Cobre	301	5527	2 6	Llanberris	53	248	0 0
Chili	237	4715	15 0	Ballygahan	51	133	17 6
Cuba	326	3711	11 0	Lackamore	43	400	19 6
Knockmahon	201	1606	11 6	Hulme Slag	35	67	5 0
Llandidno	168	1485	12 0	Simnea Dyllusn	36	201	15 0
Ballymurtagh	185	631	10 0	Sygun	30	67	10 0
Tigrony / Croneb.	122	642	7 0	Dolgelly	22	20	15 0
Crown	76	78	15 0	Consorve	60	114	4 0

Copper ores for sale, May 22.—Knockmahon 137, ditto 124, ditto 116, ditto 92, ditto 86, ditto 81, ditto 66, ditto 61, ditto 53, ditto 34.—Allihies 98, ditto 96, ditto 80, ditto 76, ditto 56, ditto 42, ditto 41.—Cobre 85, ditto 82, ditto 81, ditto 76, ditto 112, ditto 5, ditto 14.—Crown 115, ditto 80, ditto 65, ditto 55, ditto 39.—Ballymurtagh 127, ditto 99, ditto 48, ditto 36.—Copiapo 109, ditto 89, ditto 84.—Cuba 94, ditto 92.—Norway 165, ditto 46.—Chili 98.—Ballygahan 39, ditto 34.—Lackamore 38.—Llywidd 32, ditto 9.—Dolgelly 24.—Hulme Slag 7, ditto 4, ditto 3.—Chili 9, ditto 5.—Total, 3548.

SALE OF COPPER ORES AT REDRUTH.

Sampled, April 24, and Sold at Andrew's Hotel, Redruth, May 9.

Mines	Tons	Price £ s. d.	Purchasers	Mines	Tons	Price £ s. d.	Purchasers
Darling	110	6 2 0	Nevill & Co.	Treswean	86	4 6 0	P. Grenfells.
ditto	103	6 0 0	Vivians.	Wh. Buller	86	3 18 6	Vivians.
ditto	94	5 6 0	——	ditto	68	6 6 0	Vigurs & Co.
ditto	68	5 9 6	——	ditto	43	2 11 0	Vivians.
ditto	54	6 11 0	——	ditto	36	5 0 0	Vigurs & Co.
ditto	48	12 8 0	Williams.	ditto	19	2 17 0	Vivians.
ditto	62	11 4 0	Vivians.	W. Beacon	72	4 0 0	Nevill & Co.
ditto	30	4 1 0	——	Levant	73	8 16 0	Williams.
Carn Brea	112	5 2 6	P. Grenfells.	ditto	72	15 10 0	——
ditto	60	2 4 0	Vivians.	ditto	61	10 6 0	Vivians.
ditto	78	4 16 0	P. Grenfells.	ditto	41	9 15 0	Williams.
ditto	72	5 9 0	Mines Royal	Wh. Harm.	70	4 17 0	Mines Royal
ditto	60	6 2 0	——	ditto	42	7 14 0	——
ditto	55	5 2 0	P. Grenfells.	ditto	64	3 8 0	Nevill & Co.
ditto	26	12 14 0	Mines Royal	Cardrew	39	4 5 0	P. Grenfells.
ditto	24	4 7 0	——	Provid. M.	77	7 1 0	Nevill & Co.
ditto	19	6 9 0	——	ditto	66	7 8 0	——
W. Friends	123	4 5 0	P. Grenfells.	Wh. Speed	84	4 10 0	——
ditto	114	4 14 0	——	ditto	44	9 11 0	Williams.
ditto	77	5 14 0	Vigurs & Co.	Wh. Julia	74	6 11 0	Vigurs & Co.
ditto	42	5 12 0	P. Grenfells.	ditto	49	9 4 0	Mines Royal
Trevarton	74	5 16 0	——	Relieflan	59	5 4 0	Crown Co.
ditto	65	7 9 0	——	ditto	48	4 11 0	——
Owen Vean	35	5 17 0	——	ditto	9	8 11 0	Vigurs & Co.
Marazion	55	5 5 0	Williams.	Trewirth	53	5 6 0	P. Grenfells.
ditto	88	5 3 0	——	ditto	37	1 14 0	Vivians.
ditto	71	6 5 0	——	Wh. Busy	41	4 1 0	——
ditto	44	5 3 0	——	ditto	40	3 1 0	——
ditto	41	9 10 0	——	W. Provid.	47	5 10 0	P. Grenfells.
ditto	27	7 15 0	——	ditto	17	10 15 0	Vivians.
ditto	21	6 7 0	——	Dr. Work	34	9 10 0	Vigurs & Co.
Fowey C.	90	5 6 0	P. Grenfells.	ditto	19	3 4 0	Vivians.
ditto	60	5 0 0	Freemans.	ditto	1	30 0 0	Williams.
ditto	80	4 8 0	P. Grenfells.	Treveskus	59	6 6 0	——
ditto	79	4 19 0	——	West Jewel	24	5 15 0	Nevill & Co.
Treswean	101	6 18 0	——	W. Seaton	16	2 17 0	P. Grenfells.
ditto	67	9 12 0	——	W. Prosper	7	Withdrawn.	——

TOTAL PRODUCE.

Wh. Darlington	814	£4216	18 0	Providence Mines	143	£1021	3 0
Carn Brea Mines	532	3746	3 0	Wheal Speed	129	801	8 0
Wh. Friendship / Trevarton D. / Owen Vean	331	2561	5 0	Wheal Julia	123	951	14 6
				Relieflan	113	549	17 0
				Wheal Trewirth	92	598	19 0
Marazion	299	2067	4 6	Wheal Busy	81	599	1 6
Fowey Consols	330	1587	9 0	Wh. Providence	64	348	16 6
Treswean	274	1814	19 0	Great Work	54	401	9 6
Wheal Buller / Wh. Beauchamp	274	1590	11 6	Treveskus	92	246	19 0
				W. Wheal Jewel	24	130	13 0
Levant	230	2036	4 0	Wheal Seaton	18	11	6 0
Wh. Harmony / Cardrew	166	436	6 0	Wheal Prosper	7	Withdrawn.	

Average standard, 1067. 6s.—Average produce, 84.—Average price, 6*l.* 1s. 6*d.*—Quantity of ore, 4278.—Quantity of fine copper, 347 tons 17 cwt.—Amount of money, 20,216*l.* 1s. 6*d.*—Average standard of last sale, 1114. 4s.—Produce, 74.

No Sale on Thursday next, May 16.

Copper ore for sale on Thursday week, at Fraser's Hotel, Truro. Mines and Parcels—Treswean, 1115; Consolidated Mines, 350; Wheal Jewel, 300; Fowey Consols, 402; Hallenbeagle, 340; Clock's Kitchen, 327; Carbarrack and Wheal Maiden, 271; Wheal Unity Wood, 210; Polldice, 129; Trethellan, 121; South Carbis, 120; Wheal Vyvyan, 60.—Total, 4734.

PURCHASES OF COPPER ORES AT CAMBORNE.

MAY 2.

Purchasers.	Mines.	Tons.	Produce.	Price. £ s. d.	Amount. £ s. d.	Total Amount. £ s. d.
Mines Royal Co.	Dolcoath	81		5 15 0	355 15 0	
——	United Hills	234		4 15 6	64 9 0	
——	South Towan	55		6 3 0	336 5 0	
——	Hallen Beagle	60		5 7 0	321 0 0	
2. Vivian & Sons.	Consolidated Mines	118	2004	3 4 0	367 12 0	1189 9 0
——	....	107		4 13 0	487 11 0	
——	....	323		5 0 6	263 16 3	
——	....	104		7 14 0	869 16 0	
——	....	84		8 15 6	737 2 0	
——	....	61		6 11 6	401 1 6	
——	....	54		5 15 6	311 17 0	
——	Dolcoath	17½		2 9 0	42 17 6	
——	United Hills	87		2 13 6	232 14 6	
——	....	76		3 3 6	241 6 0	
——	East Wheal Crofty	72		5 1 6	365 8 0	
——	....	55		6 9 0	354 15 0	
——	Powey Consols	105		6 16 6	703 10 6	
——	Hallen Beagle	36		3 1 0	109 16 0	
3. Freeman and Co.	North Roskear	40	1027	4 3 6	167 0 0	6860 13 3
——	....	58		2 12 6	156 16 0	
——	Dolcoath	17		12 2 6	206 2 6	
——	United Hills	57		10 3 0	578 11 0	
——	Powey Consols	99		4 16 6	427 13 6	
——	....	78		4 12 6	360 15 0	
——	South Wheal Basset	55		3 13 0	206 5 0	
——	....	57		5 9 6	284 14 0	
4. Grenfell & Co.	Consolidated Mines	64	416	5 8 6	356 1 0	2121 17 0
——	North Roskear	40		4 3 6	167 0 0	
——	....	59		5 12 0	318 8 0	
——	Dolcoath	50		4 0 0	200 0 0	
——	....	17½		2 5 6	42 17 6	
——	South Roskear	35		5 11 6	211 17 0	
——	....	78		4 14 0	343 2 0	
——	....	46		1 10 6	70 3 0	
——	Wheal Chance	17		1 11 0	18 12 0	
——	East Wheal Crofty	194		4 2 6	420 0 0	
——	....	54		5 5 6	284 17 0	
——	Wheal Tolgus	36		2 19 6	93 6 0	
5. Sims, Williams, Nevill, and Co.	United Hills	100	3674	4 10 0	452 10 0	3427 5 6
——	Wheal Lydia	75		3 19 0	296 5 0	
——	....	58		4 7 6	258 15 0	
——	Wheal Trewavas	56		6 5 6	341 6 0	
6. Williams, Foster & Co.	Consolidated Mines	532	260	5 0 6	265 16 3	1353 19 3
——	....	68		6 4 0	353 4 0	
——	....	60		7 10 6	519 4 6	
——	....	57		6 12 0	343 4 0	
——	....	51		4 13 6	238 8 6	
——	North Roskear	100		6 18 0	678 0 0	
——	....	85		6 4 6	529 2 6	
——	....	87		7 0 6	576 1 0	
——	....	39½		6 0 0	237 0 0	
——	....	29		5 12 0	218 8 0	
——	....	38½		9 12 6	370 11 0	
——	Dolcoath	84		1 1 6	89 6 0	
——	....	80		1 1 6	84 0 0	
——	South Roskear	35		5 11 6	211 17 0	
——	Wheal Chance	97		5 16 0	582 12 0	
——	....	12		1 11 0	18 12 0	
——	Wheal Trewavas	65		6 17 6	446 17 6	
——	....	54		5 15 6	311 17 0	
——	South Wheal Basset	45		6 1 0	296 0 0	
——	Tincroft	60		4 7 0	261 0 0	
——	....	45		2 6 6	104 12 6	
——	Wheal Harriet	96		3 5 0	279 10 0	
7. Vivian and Co.	North Roskear	394	1573½	6 0 0	237 0 0	9356 14 3
——	....	50		9 12 6	379 11 3	
——	....	42		4 6 6	181 13 0	
——	....	17		12 2 6	206 2 6	
——	....	15½		4 15 6	64 9 0	
			1504			1059 15 0
			4878			23542 10 0

CORN EXCHANGE, MAY 10, 1839.

Wheat	p. Qr. 56s to 70s	Malt	p. Qr. 60s to 68s	Oats	p. Qr. 22s to 32s
Rye	38s to 42s	Peas	32s to 42s	Bean	32s to 36s
Barley	30s to 42s	Beans	32s to 41s	Pollard	16s to 24s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
71s. 7d.	40s. 6d.	24s. 11d.	40s. 6d.	38s. 0d.	39s. 1d.

AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.

70s. 1d.	38s. 11d.	24s. 7d.	40s. 2d.	37s. 6d.	38s. 9d.

DUTY ON FOREIGN CORN.

10s. 8d.	4s. 10d.	10s. 9d.	9s. 6d.	14s. 0d.	12s. 6d.

Duties on Grains from British Possessions out of Europe.

5s. 0d.	2s. 6d.	2s. 0d.	5s. 0d.	5s. 0d.	3s. 0d.

FLOUR, per Sack.

Town made	56s to 62s	Essex & Suffolk, on board	45s to 50s
Seconds	50s to 55s	Norfolk and Stockton	40s to 45s

SMITHFIELD, FRIDAY, MAY 10.

To sink the offal—per 8lb.

Beef	3s. 6d.	3s. 8d.	4s. 4d.	Veal	4s. 0d.	4s. 8d.	5s. 4d
Best Down & Polled Mutton	3s. 6d.		4s. 0d.	Pork	4s. 0d.	4s. 0d.	5s. 2d

Head of Cattle on Monday—Beasts, 2,705; Sheep, 19,800; Calves, 69; Pigs, 381.
Head of Cattle this day—Beasts, 722; Sheep, 6700; Calves, 170; Pigs, 510.

NEWGATE AND LEADENHALL.—By the Carcase.

Beef	3s. 0d.	3s. 4d.	3s. 8d.	Veal	3s. 0d.	4s. 0d.	4s. 2d
Mutton	3s. 8d.	4s. 0d.	4s. 4d.	Pork	3s. 4d.	4s. 0d.	5s. 0d

FROM THE LONDON GAZETTE,

Tuesday, May 7.

INSOLVENTS.

May 7—John Adrian Meyer, Great Tower-street, merchant.
William M'Gill, Liverpool, draper.

BANKRUPTS.

G. Horsey, Camomile-st., calendarer. [Cutler, Aldine Chambers, Paternoster-row.
J. L. Hood, Prince's-street, Leicester-square, and Great Grimsby, Lincolnshire, rope-manufacturer. [Mallock, Southampton-street, Bloomsbury.
C. A. Harris, Bushey, Hertfordshire, and Great Grimsby, Lincolnshire, flax-spinner. [Mallock, Southampton-street.
E. Bach, Birmingham, haberdasher. [Crowder and Maynard, Mansion-house-pl.
F. Higginbotham, Birmingham, butcher. [Milne, Parry, and Co., Temple.
J. Chalk, Brighton, timber dealer. [Freeman and Rothamley, Colemen-street.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before May 28.

S. B. Jackson, Liverpool, grocer—W. Routledge, Oakshaw, Cumberland, cattle-dealer—J. Scott, Newcastle-upon-Tyne, fruiterer.

Friday, May 10.

INSOLVENT.

May 9.—Benjamin George, New Sarum, common-brewer.

BANKRUPTCY SUPERSEDED.

Charles Cox, Gloucester, retailer of beer.

BANKRUPTS.

A. Miller, Thayer-street, Manchester-square, carver. [Hill & Co., Welbeck-street.
H. Rowe, Great Tower-street, wine-merchant. [Trehern & White, Leadenhall-st.
C. Goodeley, Liverpool, carver. [Milne, Parry, Milne, and Morris, Temple.
J. Avens, Leeds, cloth merchant. [Battye, Fisher, and Sudrow, Chancery-lane.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before May 31.

B. Clay, Huddersfield, timber merchant—T. H. Johnson, Norway-wharf, Westminster, coal merchant—B. Briggs, Chatham, grocer—H. F. Palmer, Cambridge, brewer—S. Clark, Wallington-mills, Surrey, horse hair-manufacturer.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market.—Adair's 16—Burdon Main 19 6—Chester 19—Hebburn Main 21—Ord's Redheugh 17—Fenwick Windsor 20—South Hartley 18—Tanfield Moor 23—Townley 19—West Hartley 19 6—Wylam 19 6. Wall's End—Heaton 21—Hetton 20—Killingworth 20—Newcastle 19—Riddell's 21—Brancepeth 21 6—Braddyll's Hetton 22 6—Haswell 22 6—Hetton 22 6—Lambton 22 6—Lambton 20 6—Pemberton 20 6—Stewart's 21 9—Whitwell 21 6—Hartlepool 22 9—Adelaide 22—Clarence Hetton 20—Nevin's Tanfield 18—South Durham 21—Seymour Tees 21—Tennant 21 6—Blyth 16—Netherton Main 16—Llangennech Coal 27—Victoria 17—Penrith 17 9.—Ships arrived, 172.

WEDNESDAY.

Adair's 16—Chester 18 9—Lesser's Main 16—Original Windsor's Pratop 19 9—Tanfield Moor 23—Wylam 19 6—Wall's End Brown's 19 6—Goldsmith 21—Heaton 20 9—Hetapie 20—Braddyll's Hetton 22 9—Haswell 22 6—Hetton 22 9—Lambton 22 9—Lyon's 20 9—Whitwell 21—Burrell 21 6—Seymour Tees 21—Tennant 21 6—Tees 22—Blyth 16 6—Hartley 20—Netherton Main 17 6—Elgin 18 6—Penrith 17 9—Ships arrived, 161.

FRIDAY.

Adair's 17 9—Burdon Main 19—Lesser's Main 16—South Hartley 18 6—Tanfield 23—Townley 18—Wylam 19 3—W. E. Bell and Brown 19 9—Heaton 20 3—Perry Dunham 18 6—Perkin's 19 6—Braddyll's Hetton 22 6—Hetton 22 9—Lambton 22 9—Lyon's 20 6—Russell's Hetton 22 9—Stewart's 23—Whitwell 21—Hartlepool 22—Burrell 21 6—Cragwood 21—South Durham 22 9—St. Helen's Tees 21—Tennant 21—Tees 22—West Hetton 22—Blyth 16 6—Hartley 20—Netherton Main 17 6—Llangennech Coal 27.—Ships arrived, 2.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 8 per Cent.	197	197 6½	196½ ¾	196½ 5	196 5	196½
3 per Cent. Red. Anns.	93½ ¾	92½ ¾	92½ ¾	92½ ¾	92½ ¾	92½ ¾
3 per Cent. Consols	93½ ¾	93½ ¾	93½ ¾	93½ ¾	93½ ¾	93½ ¾
3½ per Cent. Anns. 1818.	100 99½	99½	100	....	....	....
3 per Cent. Anns. 1726.	....	....	....	....	....	....
3½ per Cent. Red. Anns.	100 99½	99½ ¾	99½ 100	99½ ¾	100 99½	100½ 99½
New 3½ per Cent. Anns.	101½ 1	100½ 1	101½	100½ 1	101½	101½ ¾
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	14¾	14½	14¾	14½	14¾	14¾
Anns. for 30 Years 1859.	....	....	14¾	....	14¾	14¾
Ditto 1860.	....	....	....	....	....	....
India Stock, 10½ per Cent.	....	102½	....	....	....	99¾
South Sea Stock, 3½ per Cent.	....	99½	....	....	99½	....
Ditto Old Ann. 3 per Cent.	....	....	....	....	....	....
Ditto New Ann. 3 per Cent.	91½	....	....	....	....	....
3 per Cent. Anns. 1751	....	....	....	....	....	46 p
India Bonds, 3 per Cent.	44 p	44 46 p	44 46 p	46 p	45 p	41 39
Exchequer Bills, 24. 1½ £1000.	43 40	40 42	40 42	42 40	39 41	41 39
Ditto . . . £500.	44 40	40 42	40 42	42 40	39 41	41 39
Ditto Small.	44 40	40 42	40 42	42 40	....	....
Ditto Cons.	....	....	....	4	....	....
3 p. Cent. Cons. for Ac. May 28	93½ ¾	93½ ¾	93½ ¾	93½ ¾	93½ ¾	93½ ¾
Bank Stock for Op. May 28	....	....	....	196½ ¾	196	197
India Stock for Op. May 28	....	....	....	....	....	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.		OPEN.	
3 per Cent. Consols	Tuesday, June 4,	"	Wednesday, July 17,	1839,
New 3½ per Cent.	Tuesday, " 4,	"	Wednesday, " 17,	"
3 per Cent. 1726	Thursday, " 6,	"	Thursday, " 11,	"
New 5 per Cent.	Friday, " 7,	"	Friday, " 12,	"
Annuities for terms of years	Wednesday, " 5,	"	Friday, " 12,	"
India Stock	Tuesday, " 4,	"	Thursday, " 11,	"
South Sea Stock	Friday, " 7,	"	Friday, " 12,	"
New South Sea Annuities	Thursday, " 6,	"	Thursday, " 11,	"
3 per Cent. 1751	Thursday " 6,	"	Thursday, " 11,	"

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	....	107½	108 7½	....	....	108
Belgian, 5 per Cent.	....	101½	102 ½	....	102½	102½ 2
Brazilian	....	....	....	....	79½ ¾	79½
Ditto, 1829	....	....	....	....	....	....
Buenos Ayres, 6 per Cent.	....	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.	....	....	....	....	....	....
Colombian, 6 per Cent.	20½	....	31½ ¾	30½ ¾	30½ 1	31½ 30½
Ditto, 1824, ditto	31½ ¾	31½ 1	75½ ¾	75½	75½ ¾	75½
Danish, 5 per Cent.	75	75½	....	....	....	....
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	....	....	....	24½ ¾	....	25½
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	....	....	....	....	....	18
Ditto, def. do. 6. per Cent.	....	....	....	....	....	75
Neapolitan, 5 per Cent, 1824	....	108½ ¾	....	74	....	....
Peruvian, 6 per Cent.	74½	....	36	35½ ¾	35½ ¾	35½ ¾
Portuguese, 5 per Cent.	36½ 7	36½	22½ 1½	21½ ¾	21½	21½ ¾
Ditto, New 5 per Cent.	22½ ¾	22½ ¾	....	....	....	....
Ditto, 3 per Cent.	....	....	....	113	....	....
Prussian, 4 per Cent.	....	....	....	....	....	192½
Russian, 1822, 5 per Cent.	19½ 20	19½	20 19½	19½ ¾	192½ ¾	....
Spanish, 5 per Cent. Consols	....	4½	....	....	....	9½ ¾
Ditto, passive	9½ ¾	9½ ¾	9½	9½	....	58 5½
Ditto, deferred	58	58½ ¾	58½ ¾	58½ ¾	58½ ¾	103
Dutch, 2½ per Cent.	102½ ¾	102½ ¾	102½ ¾	102½	102½ ¾	99½
Ditto, 5 per Cent.	....	99½	99½	....	99½ ¾	....
Ditto, New, 1837	....	....	....	....	....	....

FRENCH FUNDS.

	PARIS. May 3	May 4	May 6	May 7	May 9	LONDON. May 9	May 10
5 per Cent. Ann.	110f. 40c.	111f. 25c.	111f. 50c.	111f. 20c.	111f.	....	111f. 25c.
Ex. on Lond. 1 m.h.	25f. 15c.	25f. 15c.	25f. 12½c.	25f. 12½c.	25f. 12½c.	....	25f. 40c.
ditto 3 mths.	25f. 0c.	24f. 25c.	24f. 95c.	24f. 95c.	24f. 95c.	....	....
4½ per Cent. Ann.	....	....	....	....	....	....	....
Exchange	101f.55c.	101f.90c.	101f.90c.	101f.80c.	102f.	....	....
4 per Cent. Ann.	....	....	....	....	....	....	....
Exchange	81f. 80c.	81f. 75c.	81f. 90c.	81f. 75c.	81f. 60c.	....	....
3 per cent.	....	....	....	....	....	....	....
Exchange	27f.	27f.	27f.	27f.	27f.	....	....
Bank Shares							

IRISH FUNDS,

May 9, 1839.

Bank Stock	193½	Royal Canal Stock	32½
Government Debentures 3½ per ct.	92½	Patriotic Insurance	6½
Ditto Stock 3½ per ct.	99½	Provin. Bank of Ireland	4
Ditto New 3½ per ct.	100	Hibernian Bank	23½
Ditto ditto, reduced 3½ per ct.	92	Grand Canal Stock	28
Consols 5 per ct.	120	Mining Co. of Ireland	14½
City Debentures 4 per ct.	32	City of Dublin Steam Co.	120
Exchequer Bills 3½ per diem	25	Kingstown Railway	32

AMERICAN FUNDS.

	London	America		London	America
New York 5 1855	92		Louisiana 5 1844, 7, 50, 2.	93½ ¾	
5 1856			Mississipi .. 6 1861, 6, 71		
.. 1860			INCORPORATED BANKS. Per Cent.		
Pennsylva. 1839, 40, 41			United States 3 1866	74½	11½
.. 1840			Louisiana State .. 6 1870		
.. 1853, 4			Bank of Louisiana 6 1870		
.. 1856			N. Orleans, Canal & B. Co. City Bank		
.. 1858		91	New York Life and Trust 5	40	
.. 1860, 62			Tennessee Planters 9		
.. 1863		100	Mississippi .. 10		
Maryland 6 1870			Exchange at New York		109½ ¾
Ohio 6 1860					

COURSE OF EXCHANGE.

FRIDAY, May 10, 1839.

	From present	From Saturday on Usance		From present	From Saturday on Usance
Amsterdam	13 4	12 2 12 2	Seville	36½	— —
Ditto at Sight	12 1	11 12 11 10½	Gibraltar p. s. d.	43	— —
Rotterdam	12 5	11 12 12 2	Leghorn	30 35	30 10 30 15
Antwerp	12 4	12 1½ 12 2	Genoa	29 75	25 37½ 25 62½
Hamburgh Mcs. B.	13 11½	13 9½ 13 9½	Milan	31	— —
Altona	12 12	— — —	Venice, p. 6 A. L.	47	— —
Paris, 3 days' sight	25 35	25 20 25 25	Naples	49	49 49½
Ditto	25 65	25 50 25 52½	Palermo	119½ on	120 120½
Marseilles	25 70	25 55 25 57½	Lisbon	54½	55 —
Frankfort on Main	151	150½ 150½	Oporto	54½	55 —
Petersburg p. rble	10½	— —	Rio Janeiro	29	— —
Berlin .. rwr. dall.	7 9	— —	Bahia	27	— —
Vienna off .. do.	10 5	10 1 10 2	Buenos Ayres	—	— —
Trieste ditto	10 8	10 5½ 10 8	Dublin	—	— —
Madrid	37	37 37½	Cork	—	— —
Cadiz	37½	37 37½	Madras	—	— —
Bilboa	36½	— —	Calcutta	—	— —
Barcelona	36½	— —	New York & Philad	4½ 4	— —

PRICES OF METALS.

		s.	d.
Cotton, Brit.—Cake	fon 32	0	0
Tile	do. 30	0	0
Sheets	lb. 0	0	11
Bottoms	do. 0	1	0
Foreign—S. Am. (dp. 37s. cwt.) fd.	fon		
Tin, Brit.—Blocks	cwt 4	3	0
Bars	do. 4	5	0
Plates, common	I.C. 1 11 0 to 1 14	0	
to best, per box.	I.X. 1 17 6 .. 2 0	6	
	I.XX. 2 3 0 .. 2 6	0	
Wasters of the above Mks. lbs. less, all			
others lbs. less.			
(Others in proportion.)			
Foreign—duty 10s. per cwt	Banca, fd. cwt. 3 19	0	
	Straits, fd. cwt. 3 17	0	
	Bars, fd. cwt. 4 4	0	
Lead, Brit.—Pig	fon 19	0	0
Sheet	fon 20	0	0
Shot	fon 23	0	0
Red	fon 22	0	0
White (dry)	fon 20	0	0
Do. (gd. in oil)	fon 20	0	0
Litharge	fon 20	0	0
Foreign—Span. (dp. 10s. per ton) fd.	fon 18	10	0

		s.	d.
Iron, Brit.—Pig, No. 1	fon 6	0	0
Bar	fon 9	0 to 10	10
Do. Corp. in Wales	9	10	0
Bolts	fon 11	0	0
Nail Rods	fon 11	10	0
Hoops	fon 13	0	0
Sheets, single	fon 14	0	0
(Others in proportion.)			
Foreign—Duty 20s. per ton.	Sweden, on fd.	fon 14	10
	for Steel, (var. mks.)	fon 25 0 0 to 45	0 0
	Russian com.	fon 14	0 0
	P.S.I.	fon 15	0 0
	C.C.S.P.	fon 19	0 0
Steel, Brit.—Blistered, (various qualit.)	fon 25 0 0 to 45	0	0
Shear do. do.	45 0 0 .. 84	0	0
Cast do. do.	45 0 0 .. 84	0	0
Foreign—Duty 20 per cent.	Sweden in kgs. fd.	fon 18	10 0
	Do. Faggots fd.	fon 19	10 0
	Milan fd.	fon 20	0 0
Spelter, For.—Cakes (dp. 2l. p. ton.) fd.	fon 20	0	0
	English Sheets	33	0 0
Quicksilver—(dp. 1d. per lb.) fd.	lb.	0	3 10

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from May 11 to 17.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday
Morning	— —	0 32	1 21	1 14	2 3	3 54	4 32
Afternoon	0 14	1 3	1 51	1 46	3 27	4 17	5 2

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	Name of Company.	Paid up.	Amount Paid.	Highest Price.	Lowest Price.	Present Price.
500	Anglesey	100	5	10	8 8	10
1,000	Ariana Iron & Coal Co.	50	25	..	..	—
4,000	Bissoe Bridge	5	5	1	1	1
8,000	Blaenavon	50	40	43½	43½	43½
8,000	British Tin	2½	2½	3	4 4	
20,000	British Iron	50	50	10	9½	10
1,000	Cariggan	..	1½	5	5 5	
100	Copper Bottom	..	41	30	30	30
2,000	Cornubian Lead Co.	..	3½	4½	4 4½	
6,000	Cornwall Great United	12	9	2	1 2	
5,000	Dartmoor Consols	5	5	3½	3 3	
10,000	Durham County Coal Co.	50	30	1½	1½	1½
2,000	East Cornwall Tin, &c.	6	6	3	2½	3
2,560	East Wheal Strawberry	10	6½	¾	¾	¾
1,500	East Mulberry Hills	..	4½	2	2 2	
4,000	English	25	12½	2	1½	2
10,000	Hibernian	50	9	1½	1½	1½
1,000	Holmbush	100	4	42	38	40
2,000	Isle of Serk (Guernsey)	..	5½	11	11	11
12,000	Kellewerris	5	2½	¼	¼	
20,000	Mining Co. of Ireland	25	7	15	13	13
6,000	Perran Consols	5	3½	1½	1	1½
3,000	Polberros Consols	10	10	2½	2½	2½
6,000	Polbreen	..	4	3	3 3	
2,000	Relistian	..	..	2½	2½	2½
5,000	Redmoor Consolidated	5	4½	3	2½	3
10,000	Rhymney Iron	50	40	37	37	37
8,000	St. Hilary	25	12½	¾	¾	
3,200	South Towan	10	10	6	6 6	
4,000	Tregollan	5	3	3½	3 3½	
6,000	Trevorgus	5	5	¼	¼ ¼	
4,000	Treleigh Consols	5	4½	1½	1½	1½
4,305	Tamar Consols	5	3	2½	2½	2½
6,000	Tin Croft	10	6½	6½	6 6	
198	Trevaskus	..	60	75	70	75
3,000	Trewolvas	10	8	2	2 2	
4,000	United Hills	5	5	11	10½	11
2,000	Wendron	8	8	3	3 3	
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	1	1 1	
5,000	Wh. Harm. & Montague	10	10	7	5 6	
6,000	Wicklow Copper	5	5	8	8 8	
3,820	West Wheal Jewel	8	6	3	2½ 3	
800	Wherry Mine	15	12	12	12	12
20,000	Western Mining Asso.	5	1	..	..	—
5,000	Wheal Sisters	..	4	¼	¼ ¼	
256	Wh. Prosper (Stithians)	..	3½	5	4½	5

FOREIGN MINES.

No. of Shares.	Name of Company.	Paid up.	Amount Paid.	High.	Low.	Present Price.
4,000	Altes Mining Company	15	12½	11	11	11
10,000	Anglo Mexican Co.	100	100	1	1	1
3,374	Do. Subscription	25	25	2½	2½	2½
2,000	Bolanos	150	150	67½	67½	67½
	Ditto Scrip	..	25	26	26	26
10,000	Brazilian Imperial	25	20	15½	15½	15½
10,000	Bolivar	20	20	24½	22	24½
10,000	Ditto Scrip	10	10	3	3 3	
10,000	Cata Branca } Brazilian Co.	10	7½	8	8 8	
10,000	Conceição }	10	2½	2½	2	2½
10,000	Candonga Mining Co.	20	7½	5	5 5	
12,000	Cobre Copper Company	40	40	42	42	42
8,500	Colombian Co. regis.	55	55	35	34	34
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	10	10	10
20,000	General Mining Association	20	17	7½	7½	7½
5,351	Mexican Company	60	56½	5	5 5	
6,000	Mocaubas and Cocaes	25	25	14	14	14
5,000	Minas Geraes	20	10	7	6	7
2,000	New Granada	10	8	15½	14½	15½
14,582	Real del Monte, regis.	544	93½	7	7	7
	Do. unregistered	544	..	9	9	9
	Ditto Loan Notes	150	150	160	160	160
2,560	Rio de Anori	..	3½	..	..	—
11,000	St. John d'el Rey	20	14	3½	3½	3½
30,000	United Mexican	40	40	12	11	12
	Red New Scrip	..	5	2	2 2	
	Black Scrip	..	4	4	4 4	
5,000	Union Gold	..	9½	..	..	—
14,000	Zacatecas Mining Co.	5	5	4	3½	4

RAILWAYS.

No. of Shares.	Name of Company.	Paid up.	Amount Paid.	High.	Low.	Present Price.
2,500	Aylesbury	20	6	..	..	—
6,500	Birmingham and Derby	100	70	46½	46½	46½
9,500	Birming. & Gloucester	100	50	20	19	20
7,500	Birm. Brist. & Th. Junc.	20	18	..	..	—
660	Bolton and Leigh	100	100	61	61	61
641	Ditto ½ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	25	13½	13	13
1,172	Cant. & Whitstable	50	50	..	..	—
550	Cheltenham	100	100	1½	1½	1½
5,000	Chester & Birkenhead	50	35	42½	42½	42½
5,000	Chester and Crewe	50	35	24½	24½	24½
3,500	Do Extension	50	3	3	3 3	
7,500	Chelten. & Gt. Western	100	40	8½	8½	8½
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½
2,000	Clarence	100	32	35½	35½	35½
6,000	Dublin and Drogheda	100	10	7	7 7	
	Dublin and Kingstown	..	..	60	70	70
9,000	Dublin and Kilkenny	100	2½	¼	¼ ¼	
800	Durham Junction	100	50	..	..	—
7,500	Durham & W. Junction	20	3½	..	..	—
2,040	Durham & Sunderland	50	50	45	38	45
3,000	Deptford Junction	20	1	1½	1½	1½ ¾
60,000	Eastern Counties	25	16	10½	10½	10½
5,000	Edinb. Leith & Newha.	20	7	5	5 5	
18,000	Edinburgh & Glasgow	50	10	5½	5½	5½
2,500	Forest of Dean	50	50	40	40	40
17,500	Glasg., Paisley & Ayrsh.	50	13	12	12	12
16,000	Glasg., Paisley, & Green.	25	8	7½	7½	7½
10,918	Grand Junction	100	100	200	200	200
10,918	Do. New	50	20	6½	6½	6½
10,000	Great North of England	100	25	16	16	16
25,000	Great Western	100	65	75½	75	74½
2,000	Hartlepool	100	100	195	195	195
8,000	Hull and Selby	50	25	14½	14½	14½
250	Ken. & Leigh Junction	100	100	..	..	—
40,000	Kent Railway	50	2	..	..	—
6,000	Launceston & Victoria	25	2	..	..	—
7,100	Leeds and Selby	100	100	65	62	65
2,000	Leicester and Swaning.	50	50	75	75	75
5,100	Liverpool & Manchester	100	100	195	195	195
12,021	Do. ½ Shares	25	25	48½	48½	48½
7,938	Do. ¼ do.	50	50	27	27	27
24,000	Lond. & Blackwall	25	11	10½	9½	9½
20,000	London and Greenwich	20	20	1	1	1
	Ditto New	..	20	19½	19½	19½
25,000	London and Birmingh.	100	90	162	161	162
20,000	Do. ½ Shares	25	5	25½	25½	25½
14,000	London & Croydon Tr.	20	16½	12½	12½	12½
6,000	Do. Scrip	13	12½	11	10½	11
6,000	Do. (New Scrip)	20	7	8½	8½	8½
20,000	London & Southampton	50	38½	43½	43½	43
16,000	London & South., New	25	20	9½	9	9
30,000	Lond. & Brighton	50	17	8½	7½	7½
13,000	London Grand Junction	50	5	..	..	—
2,000	Llanelly	100	72	70	70	70
14,000	Manchester and Chester	..	3½	..	..	—
13,000	Manchester and Leeds	100	50	64½	64½	64½
10,000	Do. (New)	50	5	11	11	11
10,000	Manchest. South Union	50	5	35	35	35
1,000	Manchester & Oldham	100	3	..	..	—
20,000	Manchester & Birming.	70	15	11½	11½	11½
15,000	Do. Extension	70	7	5½	5½	5½
4,000	Maryport & Carlisle	50	27	..	..	—
10,000	Midland Counties	100	60	43½	43½	43½
3,000	Newcastle and Carlisle	100	100	162	162	162
12,000	North Midland	100	83	62	61½	61½
12,000	Northern and Eastern	100	18	4½	4½	4½
600	North Union	100	100	62	62	62
	Do. New	50	30	34½	34½	34½
2,000	Preston and Wyre	..	40	64½	64½	64½
2,500	Preston and Wigan	..	20	35	35	35
	St. Helen's & Runcorn	100	100	..	..	—
1,500	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	250	250	250
1,000	Do. ¼ Shares	50	50	..	..	—
3,000	South Durham	50	25	7	7 7	
4,000	Sheffield & Rotherham	25	25	..	..	—
28,000	South Eastern	50	5	1½	1½	1½
	Ditto New	..	5	3½	3½	3½
40,000	South Western (Step.)	50	5	4½	4½	4½
9,000	Thames Haven	100	100	..	..	—
4,500	Warrington & Newton	50	2	1	1 1	
1,400	Westminster Bridge	30	4	..	..	—
3,000	West Durham	50	20	19½	19½	19½
6,000	York & North Midland					

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	Name of Company.	Paid up.	Amount Paid.	High.	Low.	Present Price.
10,000	Anglo Mexican Mint	10	10	11	11	11
10,000	Anti Dry Rot	25	17½	7	6½	7
10,000	Asphalte (Clarisige)	20	2	2½	2½	3½
10,000	Asphalte (U. S.)	20	2	¾	¾ ¾	
10,000	Assam Tea Association	50	5	4½	4½	4½
10,000	Australian Agricultur.	100	27½	45	44½	45
2,000	Brit. Rock & Patent Salt	50	25	12	12	12
8,000	Bahia Steam	10	7	5½	5½	5½
7,500	Bitumen Bastenne, &c.	20	2	¼	¼ ¼	
6,000	Brit. Americ. Land Co.	..	33	14	14	14
20,000	Brit. Agricu. Loan Co.	105	5	..	..	—
70,000	Canada Company	100	32½	27½	27½	27½
5,000	Canada (Upper) Bonds	..	..	91½	91½	91½
5,000	Eastern Coast of Central America [Deb.	20	14	8	8½	8½
5,000	Droitwich Patent Salt	25	25	14½	14½	14½
2,172	Do. Proprietors	100	..	..	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
2,700	Equitable Rever. Soc.	100	40	42	42	42
20,000	General Steam Navig.	15	14	25	25	25
2,100	Hungerford Market	100	..	..	..	—
10,000	India Steam Ship Co.	50	3	..	..	—
10,000	Irish Waste Land Co.	50	1	¼	¼ ¼	
8,000	Lond. Rever. Inter. So.	50	10	6	6 6	
1,800	London Corn Exchan.	..	..	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	12½	12	12½
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
20,000	Mexican South Amer.	10	7	4½	4½	4½
	New Corn Ex.	..	37½	20½	20½	20½
	New Brunswick (Land)	..	57	10	10	10
10,000	Rio Doce	25	4	2½	2½	2½
2,754	Rever. Interest Society	100	100	136	136	136
2,633	Ditto New	100	86	107	107	107
220	S. Devon Shipping Co.	50	50	..	..	—
2,000	Shotts Iron Foundry	..	38	..	..	—
10,000	South Australian	25	12	12½	12½	12½
10,000	Safety Carriage Co.	5	3	3½	3	3½
4,000	Thames Tunnel	50	50	9½	9½	9½
10,000	Van Dieman's Land	100	17	10	10	10

CANALS.

No. of Shares.	Name of Company.	Amount Paid.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	132	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	79½	4	Oct.
720	Barnsley	100	100	5	..	—
1,250	Basingstoke	150	150	90	5	Jan.
1,005	Brecknock & Abergav.	79½	79½	22½	9½	June
8,000	Birming. 1-16th Share	100	100	26	..	—
4,000	Do. & Liverpool Junct.	250	250	..	6	Jan.
477	Bolton and Bury	100	100	..	5	Aug.
712	Bridgwater & Taunton	100	100	101	4	Jan.
400	Chelmer & Blackwater	..	21½	..	..	—
16,000	Carlisle	100	100	..	48	Nov.
500	Coventry	..	..	..	..	—
1,500	Chesterfield	100	100	340	27	Jan.
400	Cromford	31½	31½	..	..	—
4,546	Croydon	..	..	..	5	Oct.
11,510	Do. Bonds	41½	41½	25½	4	—
20,000	Danube and Mayne	100	100	99	4	Sept.
2,090½	Dudley	100	100	125	11	Jan.
600	Derby	133	133	81	3	Sept.
3,575½	Ellesmere & Chester	100	100	775	62	Oct.
231	Erewash	400	400	605	28	Jan.
1,297	Forth and Clyde	100	100	199	10	June
11,600	Grand Junction	100	100	24	1	Oct.
2,840½	Grand Union	100	100	..	..	Sept.
1,500	Grand Surrey	100	100	63	4	Dec.
120,000	Do. (optional) Loan	100	100	12	..	—
3,096	Grand Western	172½	172½	..	13½	Sept.
600	Glamorganshire	100	100	..	..	—
1,960	Gloucester & Berkley	60	60	..	..	—
260	Do. (optional) Notes	150	150	203	10	May
749	Grantham	57½	57½	35½	2	Sept.
6,233	Huddersfield	100	100	10	..	—
100	Kensington	40	40	28½	14	Sept.
23,328	Kennet and Avon	47½	47½	25½	11	Mar.
11,699½	Lancaster	100	100	740	20	Nov.
2,897½	Leeds and Liverpool	80	..	..	16	May
187	Leeds & Liverpl. New	140	140	225	12	Jan.
545	Leicester	83½	83½	90	6	Dec.
1,897	Leicester & Northam.	25	25	..	..	—
550	Lisk. and Looe Un.	142½	142½	220	162	Jan.
70	Loughborough	..	78	66½	..	—
2,400	Manches., Bol. & Bury	100	100	292	10	Dec.
700	Monmouthshire	100	100	99	4½	Aug.